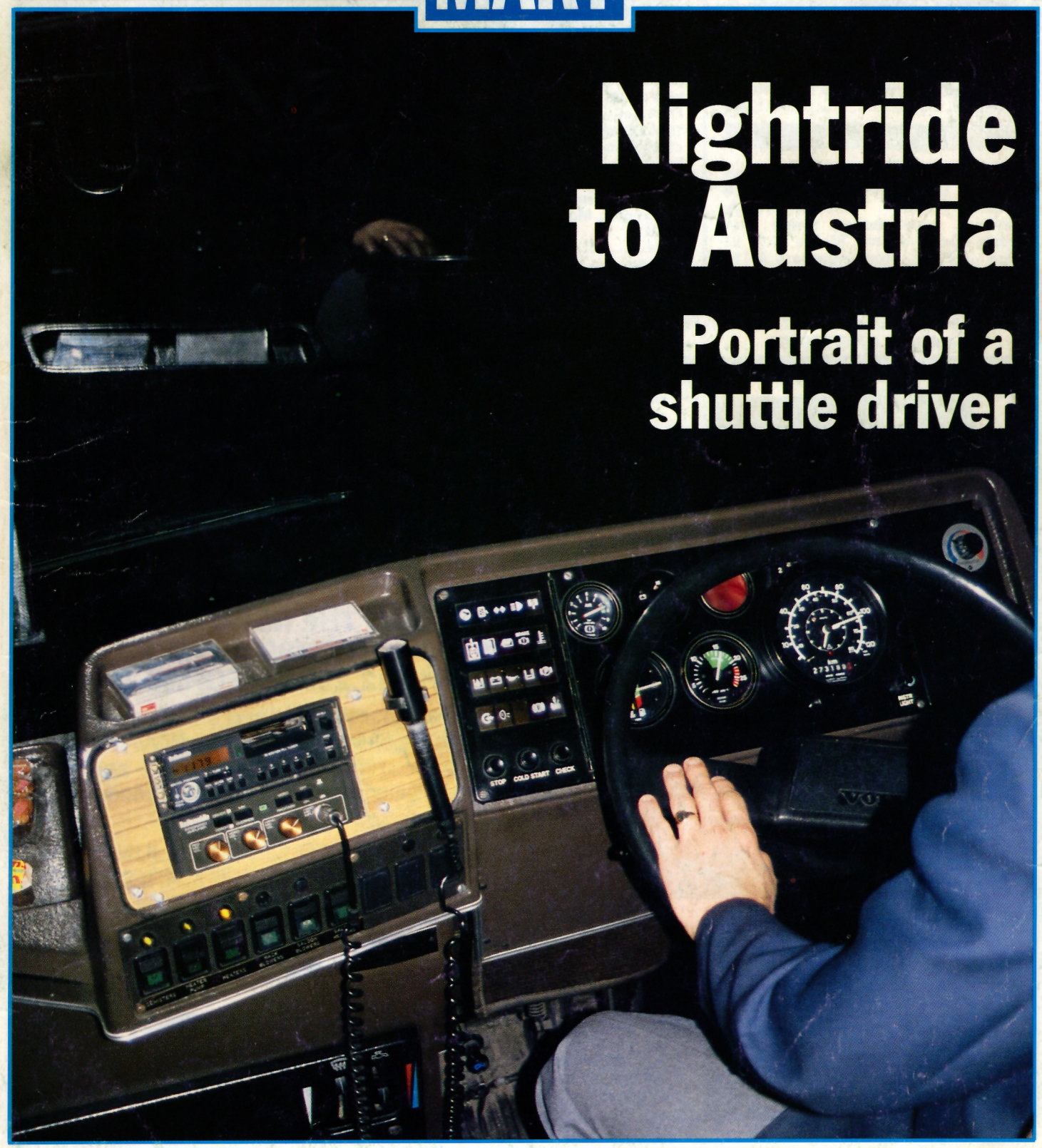
COACH MART

The weekly for the coach industry

Issue 637 £1

May 2nd, 1991



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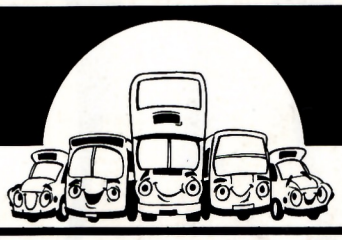

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COMMENT

THERE must be dozens of operators who sympathise with the planning problems of Beavis (page nine). Established for more than 60 years in a Gloucestershire village, it has faced two monumental struggles with council planners, and now the Planning Inspectorate, merely to build a workshop.

It's a horror story with a nasty ending - it still hasn't got permission to extend its workshop by a few metres. Yet the arguments lean heavily in its favour by any standard.

Brian Beavis was born in Bussage. He employs local people to convey many local people safely and with an admirable record. He wants extra workshop space to maintain that record. He does not want to expand his fleet nor build a new workshop. His family has owned the land he wants to use for some considerable time.

The objections come from people who bought houses KNOWING Beavis was on the doorstep. And their feeble, utopian arguments have been upheld by the Planning Inspectorate, which appears to have given Beavis' viewpoint little consideration.

The great paradox is that, had Brian Beavis been a farmer, he could have built a stinking slurry pit among the houses with relative impunity. The only thing more absurd than planning law is the way in which it is applied...

FOR several months, *Coachmart* has been hearing coach operator criticism of Birmingham's Cadbury World attraction.

Last weekend, a *Coachmart* journalist, travelling in cognito, saw first hand exactly what operators had been saying. Together with a great many children aged from five to 15, he was disappointed with the visit.

First of all, entry for a family of four would be £14 plus travelling costs. That's not cheap. In the second place, this isn't Willy Wonka's Chocolate Factory and creates none of the magic which the children expected. In fact, many of the children did not even understand the video presentations.

One would expect a better taste of Cadbury's than just four squares of Fruit and Nut but that was about it. And, at the end of the tortuous trail was a sweet and gift shop in which nothing was cheap and some Cadbury's gifts were downright pricey.

The overall impression was of a firm aiming to both promote its name and make a few bob out of every visitor. A case of having your chocolate and eating it...

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■LIQUIDATION

Yorkshire Voyager goes into liquidation...

YORKSHIRE Voyager Travel Services of Leeds has collapsed within weeks of National Express Holdings selling its half of the joint-venture company.

Liquidators, Edward Klempka and David Waterhouse, of Cork Gully, were called-in when the Yorkshire Voyager went into voluntary insolvency.

Coaches operating National Express diagrams to London, Lancashire, South Wales and Weymouth returned to leased premises at Evanston Ave, Kirkstall Road, which were previously the operating base of shortlived ATL subsidiary Airebus.

All 23 vehicles were leased or hired, and at least three Neoplan Skyliner 'deckers on short-term hire were quickly snatched back.

Yorkshire Voyager was formed following the closure of West Yorkshire Road Car's coaching operations. It was set up with equal holdings held by National Express and management led by managing director John Havelot and fellow director Roger Evans. Mr Havelot was joint transport manager with Geoffrey Walmsley.

Independence was complete earlier this year when National Express sold its share of the business, but the restructured company did not notify the North East traffic office of any change of ownership.

National Express marketing director, Bernard Davis, told *Coachmart:* 'National Express is not prepared to say who it sold Yorkshire Voyager to.'

Main coach operations centred on Yorkshire to London National Express services with other routes shared with other operators. These contracts were temporarily covered by central control in Birmingham and local operations centres pending permanent arrangements.

... and Doigs leaves £150,000 debts

DOIGS Tours of Greenock is in the hands of liquidators with debts of around £150,000.

The Scottish firm called in liquidators at the advice of its accountants following a year of heavy bank borrowing. Its Ministry of Defence contracts were transferred to Western Scottish at the request of the MoD.

Provisional liquidator, James Henderson, of JB Henderson, said Doigs and its range of contracts, tours and private hire business - run by Mrs 'Paddy' Harris - had been on the market for six to eight months without a taker.

'The firm's 14 or 15 coaches are largely free of finance and are likely to be sold at auction,' said Mr Henderson. 'There are very few ordinary creditors - perhaps accounting for £20,000 or £30,000,' he added.

At present, auctioneers are trying to sell the fleet but the vehicles - including a D-reg coach - may be sold off individually within the next two or three weeks. A creditors' meeting will be arranged by the appointed liquidator within 28 days.

■MAINTENANCE

Leyland Bus covered by emergency scheme

FOLLOWING the setting up of some 24 parts and service dealers in the UK, VL has extended Volvo's Action Service Europe emergency roadside assistance scheme to cover Leyland Bus products.

Action Service Europe (ASE) was set up in June 1990 to provide a Europe-wide breakdown or accident support to Volvo coach operators. Until now VL was unable to include its Leyland Bus vehicles in the scheme, because there weren't enough Leyland Bus service and parts dealers in the UK to provide sufficient cover.

But now a network of 24 Volvo and Leyland Bus parts and service dealers - the biggest bus and coach dealer network in Britain - has been established. If a Leyland or Volvo coach breaks down, all the driver has to do is to make one freephone call to the ASE control centre in Warwick, where staff make sure the service operates 24 hours a day, 365 days a year.

■LICENSING

Target Travel appeals

TARGET Travel is appealing against North East traffic commissioner, Fred Whalley's decision to revoke its O-licence for excessive maintenance problems *(Coachmart,* April 4, 1991).

Managing director, John Reed, said: 'If we win an appeal we'll put new buses and coaches on the road.' Ten Target coaches are for sale, but Mr Reed said there was no pressure for a quick sale.

He said: 'Fortunately I've got other business interests including three taxi firms and an insurance brokers.'

■MIDIBUS

Volvo promises action

VOLVO is to unveil its answer to the growing midibus market in this country later in the year, according to VL managing director, Sandy Glennie.

'Watch this space,' he told journalists this week at the launch of a updated and extended version of Volvo's roadside assistance programme, Action Service Europe.

Compared with the first quarter of 1990, sales of small buses under 9 metres are up over 400 percent in the first three months of this year - from 20 to 108. In stark contrast, the UK big bus market, both single and double deck, dropped over 42 percent from 347 to 201.

Although the massive leap in midibus sales was due almost entirely to one order, from London Buses, the demand for new buses in this country is not only lower but seems to be swinging away from full-size vehicles.

Mr Glennie refused to give further details on what Volvo's answer to this market trend might be. But it is unlikely that it will be a new vehicle. VL already has a modern midibus chassis, the Cummins-engined Swift, which has been selling in small but steady numbers since it was launched in 1987.

Swift is currently available in two versions, with 3.65m or 4.4m wheelbases. Mated to a modern bus body, like Plaxton's recently revealed Verde, it could be a creditable competitor to Dennis' top selling Dart.

BRIEFS

● **ACCOUNTANTS handling the bankruptcy of one the country's best-known concert travel firms, Intaland, have revealed that around 40 coach operators will together lose the £20,000 they are owed.**

Intaland Concert Travel went bust in February leaving thousands of concert-goers out of pocket.

Now Derby-based Bates Foston has calculated debts of more than £100,000, including unpaid bills for coach operators.

'There is very little chance of any of the creditors being paid,' said bankruptcy trustee, Russell Carman.

Intaland was a co-promoter of concerts in the UK and abroad which sold tickets nationwide through ticket agencies. Bankruptcy, filed by the firm's proprietor, Gareth Gee of Alfreton, Derbyshire, is being investigated.

● WALLACE Arnold and Newmarket Promotions have shared top honours in Granada Studio's Top Operators Award. The firms were picked from 1,500 operators using the attraction, having brought in more than 100 vehicles each during the year.

● **TOUR wholesaler, Norman Allen, is donating cash to the Venice in Peril Fund with every one of its winter breaks bought by operators.**

The half-board, nine-day visits, selling at £135, offer clients the chance to meet the locals when the city is at its quietest, says Norman Allen, based at Hereford. The strain placed on Venice's canals during summer leads to heavy pollution.

● THE Queen's Award for Export Achievement has been made to Ricardo Engineering of Shoreham Sussex. The company has developed low-emission diesel engines which surpass EC regulations.

■BUS

Report reveals £250m cut in bus subsidies

OVER £250 million worth of subsidy has been cut from support for local bus services since deregulation, says a report compiled by the Transport Advisory Service.

The survey, Tenders and Subsidy, shows that the Metropolitan Counties have been hardest hit-suffering nearly 80 percent of the total - but many of the shire counties and regions have also achieved substantial savings.

The pattern of overall reduction hides some significant variations and a group of local authorities have increased revenue support spending in real terms to maintain essential services, says the report.

It adds that all budget reductions have arisen as a result of a 'stepping down' of allocations following a failure to spend the budgeted sums in previous years, rather than pro-active decisions to reduce support.

TAS found that budgets have continued to decline in real terms despite a gradual increase in subsidy requirements and estimates that if the trend continues, many budgets will be insufficient to meet needs within the next 18 months.

Bus service support outside London has fallen to an average of £2.81 per head compared to £10.74 in the capital itself and TAS says that leads to concern at the consequences of the Government's planned deregulation of London's bus services.

The report adds that the instability of the commercial bus market has serious repercusions for local authorities in terms of extra cash needed to maintain essential services, especially now that financial 'cushions' have now been largely eliminated.

In conclusion, TAS says that a period of five years is too short for a full assessment of the effects of the structural changes made since deregulation and investment decisions must be taken over the full working life of assets, suggesting that the full results of deregulation may not be realised for between 15 to 17 years.

Copies of the Bus Industry Monitor: Report Number 1: Tenders and Subsidy, are available from TAS, 115e Church Street, Preston, PR1 3BS. Price: £21(inc. postage).

■EMPLOYMENT

Durham Buses' drivers threaten to strike...

STRIKING drivers plan to bring Go-Ahead Northern's Durham Buses operating company to a halt over a dispute over pay.

The strike threat affects 350 drivers at Durham Buses Consett, Stanley and Chester-le-Street depots. GNT's other subsidiaries, including its Voyager coaching arm, are not affected.

Durham Buses general manager, Kevin Lascelles, said negotiations had reached the end of the line. 'We've been to ACAS for conciliation and the union has refused arbitration.'

Explaining the five percent offer on the table, Mr Lascelles said: 'That's all our customers are prepared to pay this year.'

Separate negotiation by individual operating divisions follows GNT's reorganisation last year year into autonomous units responsive to market needs.

... and action in Bristol

BUS drivers at Badgerline subsidiary, Bristol Cityline, have voted in favour of a series of one day strikes after rejecting the company's pay offer.

The first strike is due to take place on Friday, May 10 and will involve more than 500 employees. A spokesman for the company said: 'We are very disappointed that the drivers have rejected what we consider to be a very fair offer.'

The drivers have been offered two alternatives- a 7.5 percent increase or a 5.5 percent rise linked with improved conditions, hours and bank holiday pay rates.

■BUYOUT

Approval awaited on Tayside PT workers' bid

WORKERS at Tayside Public Transport are now waiting for approval from the Scottish Office after having their bid to buy the company approved by the regional council last week.

Tayside Regional Council unanimously agreed to sell the bus and coach company to its employees, subject to the approval of the Scottish Secretary of State.

Company managing director, Sandy Strachan, told *Coachmart* the current position: 'As far as I am aware all that is between us and success is approval from the Scottish Office.'

Sandy Strachan: Scottish Office stands between Tayside and success.

The sale of the company had been expected to be completed last week, however, a decision from the Scottish Office now looks imminent.

■TOURS

Coach operators hit by ABTA's £3.5 million bill...

COACH operators are bearing the brunt of an ABTA rule change forced on the association as it grapples with a £3.5 million bill following the crash of Adventure Travel International and East Sussex-based, Sun Living.

To avoid facing a similar financial crisis, ABTA has altered its stance and revised its bonding arrangements. The strain on its finances in March resulted in some funds being put into insurance and a £1 million levy of members will be followed by a further £2 million levy in July.

ABTA is concerned at the lack of a Government fund to back-up its bonding and insurance arrangements. It is lobbying for a Road Travel Trust Fund that may cost holidaymakers £1 or one percent on holiday prices. The precedent is the £25 million Air Travel Trust Fund safety net created by the Labour Government in the 1970s.

Coach operators have been hit by ABTA's rule change. The spokesman said: 'The goal posts have been changed to bring ABTA inline with other goal posts.' Suggesting that ABTA had been over-generous in the past, he explained that any coach operator with a vehicle already positioned at the tour destination will now only be paid for the return trip. However, if a special rescue trip is contracted, then operators will be paid in full.

ABTA are assuming that up-front payments are custom and practice in the coach industry. Said the spokesman: 'Coach operators need to get at least 50 percent from tour organisers before leaving the country. This would be good business practice.'

Bob Kelly, of Cotswold Courier Services, told *Coachmart* that ABTA's change of rule could cost him over £2,000. When ATI went down, Cotswold had two coaches in Switzerland on a Sun Living booking transferred to ATI with ABTA's blessing.

Said Mr Kelly: 'I'm seriously worried about whether ABTA have the resources to protect my wife and kids on a holiday this summer, but I'm more concerned about our industry as a whole.'

With 50 coaches involved in the ATI rescue a large number of operators stand to lose money. Other companies are asked to contact the *Coachmart* office.

... and a twist in 'crash' saga

THE Adventure Travel International/Sun Living saga, which strained ABTA's finances, took a new twist with the emergence of new company School Life *(Coachmart,* April 25, 1991) and reports that ATI founders are involved in the new company.

West Yorkshire-based ATI crashed just before Easter leaving 3,500 children stranded abroad shortly after ATI and Adventure Express had rescued Sun Living's 2,500 abandoned customers *(Coachmart,* April 11, 1991).

School Life, a division of Midland Fox, contacted schools booked with ATI offering alternative holidays bonded through the Bus & Coach Council scheme.

Fox managing director, David Martin, quickly stepped in to distance School Life from ATI following newspaper reports that ATI's founders, Nigel Parker and David Constance, are involved and former ATI staff employed.

ATI's receivers, Ernst & Young denied that School Life had approval to take over any ATI business which has been sold to ABTA member, Schools Tours of Cambridge.

Mr Martin of Midland Fox was unavailable for comment as *Coachmart* went to press.

Pride sale postponed

SUMMER tourism has postponed the sale of London Pride's sightseeing operation.

After putting the company up for sale *(Coachmart,* March 7, 1991), chairman Peter Newman, is believed to have rejected offers and put the plan on ice while London Pride cashes in on the summer season - which produces the majority of its turnover.

Mr Newman had said the objective was to withdraw from PSV operation and to concentrate on the Ensign Bus and Coach sales dealership based in Purfleet, Essex.

The business was expected to fetch around £1.5 million when offered for sale, and five buyers were said to be interested in taking the open-top bus operation. London Pride employs 15 drivers full-time and 25 seasonally.

'I'm not jumping up and down to sell,' said Mr Newman in March.

He was unavailable for comment as *Coachmart* went to press this week.

London Pride: summer season produces majority of turnover.

■BRIEFS

● LONDON Central is to run its series of red bus day trips again this summer.

The London Buses subsidiary will operate from Camberwell, Peckham, New Cross Gate and Lewisham to resorts like Brighton, Bournemouth, Clacton and Great Yarmouth.

● PREMIER Travel Services has completed a comprehensive first aid training programme for 25 of its coach drivers.

The company, which is based in Peterborough and Cambridge, enlisted aid from the St John Ambulance Brigade to help its drivers obtain a qualification which is recognised by the health and safety executive.

● MELLOR Coachcraft, the Rochdale-based body builder, has been awarded BS5750 Part Two quality assurance standard.

The company's general manager, Les Proctor, said: 'It is satisfying to achieve this recognition, especially at a time when customers are increasingly looking to place their business with BS5750 approved companies.'

● THE Changing of the Guard times have again changed.

Dates are May 2, 4, 6, 8, 10, 12, 14, 15, 17, 19, 20, 22, 24, 26, 28, and 30. From June 1 to August 5 the ceremony will be daily, and from August 7 to 31 inclusive will be on odd dates only. Horse Guard timings are 1100 hrs Monday to Saturday, 1000 Sunday.

● GERMAN coach and bus maker, MAN, says the British market for commercial vehicles has shown a worse fall-out than any other in Europe.

The VAG Group says markets in the UK, Spain, France and Italy have all suffered downturns - almost 35 percent last year in Britain.

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1988 (E) MB 230 – CAETANO ALGARVE, 53 recliners, courier seat, rear continental door, curtains, radio/PA/cassette.

1986 (C) SB2300 – LAG GALAXY, 53 recliners, courier seat, cont. door, Webasto, tinted windows.

1986 (D) SB 2300 – CAETANO ALGARVE, 49/53 seats, centre continental door, courier seat, boxed/wired for video, Webasto, boiler, berth.

1986 (C) BOVA FUTURA FHD, 49 recliners, toilet, cont. door, dble-glazed, boiler, bunk, radio/PA.

1985 (C) MB200 – CAETANO ALGARVE, 53 retrimmed recliners, plug door, Telma, cont. door.

1984 (A) MB200 DKFL – DUPLE LASER I, 57 seats, power door, side locker.

1984 (A) BOVA CALYPSO, 53 seats, power door, curtains, radio.

1983 (PP) MB200 DKTL – ALPHA, 53 seats, power door, tinted windows.

1983 BOVA EUROPA II, 47 recliners, toilet, Webasto, courier seat, boxed & wired for video.

BEDFORD

1987 (D) YNV – CAETANO ALGARVE, 57 seats, power door, side locker, wheel trims.

1986 (C) YNV – PLAXTON PARAMOUNT 3200, 52 seats, power door, rear toilet, servery, side locker, radio/PA/cassette.

1985 (C) YNV – CAETANO ALGARVE, 53 recliners, continental door, side lockers, tinted windows, curtains.

1981 (W) YMT – DUPLE DOMINANT IV, 53 seats, power door, radio/PA.

VOLVO

1988 (E) B10M GL – CAETANO ALGARVE, 49/53 recliners, courier seat, double glazed, centre demountable toilet, continental door, radio/PA/cassette.

1980 (V) B58 – DUPLE DOMINANT II EXP, 53 seats, power express doors, semi automatic.

1980 (V) B58 – DUPLE DOMINANT II EXP, 53 seats, power express doors, radio.

MERCEDES/M.A.N.

1983 (PP) 0303 JONCKHEERE P50, 49 recliners, courier seat, centre toilet, continental door, double glazed, radio.

1982 M.A.N. VAN HOOL ACRON, 49 recliners, toilet, drinks machine, fridge, radio/PA.

1982 (PP) 0303 – JONCKHEERE BERMUDA, 49 recliners, power door, centre toilet, bunk, fridge, radio/PA.

LEYLAND/AEC

1987 (D) TIGER 260ZF – DUPLE 320, 48 recliners, rear toilet, servery, courier seat, radio/PA.

1983 (Y) TIGER 245 S/A – DOM IV EXP, 53 seats, power express doors, SBG front.

1983 (Y) TIGER 245 ZF – PLAXTON PARAMOUNT 3500, 49 recliners, courier seat, rear sunken toilet, double glazed, berth, drinks machine, radio/PA.

1983 (Y) AEC 760 – PLAXTON SUPREME V, 45 recliners, Bristol Dome.

1982 (X) TIGER 218 S/A – VIEWMASTER, 49 recliners, double glazed, toilet, bunk, radio/PA.

1981 LEOPARD S/A – SUPREME IV. 50 seats, power door, tinted windows.

1981 (W) AEC 760 S/A – SUPREME IV, 53 seats, power door.

1979 (T) AEC 760 ZF – DOMINANT II, 53 seats, power door, side lockers.

MIDIBUS

1986 (D) MERCEDES 608D – MELFORD, 19 seats, forced air, curtains, boot.

1987 (E) IVECO 79.14 – CAETANO VIANA, 19 seats, manual door, top sliding windows, curtains, boot.

1985 (B) IVECO 60.10 – CAETANO BEJA, 18 seats, power doors.

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■COACH

Fed-up operator to quit

DISENCHANTED North Humberside operator, Ben Johnson, is selling-up after 20 years in business. He told *Coachmart:* 'Let's admit it, it's just one big hassle from the Ministry, local councils and passengers.'

As he drew a curtain on one of the area's oldest companies, he blasted the increased interference from outside bodies. 'In a small family business the buck stops here. We get no help from the Bus & Coach Council, and deregulation finished me off - that's the biggest mistake of the lot.

'It took years of fighting to get excursion licences only to have them taken away overnight.

'Now anyone can run against us. There's five new companies in this area since 1986 and some have vehicles parked on the side of the road when we have to convince the Ministry that we have proper facilities.'

Johnson's one-acre site in the village of Brandesburton will be retained for possible housing development, but 10 vehicles will be sold with the business which has a £200,000 turnover. Mr Johnson hopes to raise £95,000.

Coaches range from a 1984 DAF/Plaxton executive to a 12-seat mini. Three Leyland National buses are operated on Humberside County Council tendered routes from Bridlington or Driffield to Frodingham, Skipsea, Ulrome and Barmston.

Alternative premises at Catwick airfield are available for rent from Mr Johnson who plans to retain an interest in coaching by supplying components. Trading as East Coast Components, he will sell goods to the coach, HGV and plant markets.

Said 53-year-old Mr Johnson: 'I couldn't go out after a lifetime in it, and without the benefit of an index-linked pension scheme I still need to earn money.'

In 1972, Johnsons started with Bedford SBs. 'There was more pleasure in business then. Some customers used to take an umbrella because they knew the old Burlinghams leaked like a sieve.

'On mystery tours they genuinely got lost, but nobody complained. It's not like that now. All you need is dirty windows and you get complaints.'

■NEW VEHICLE

First air-conditioned Dart for Hong Kong

HONK Kong's China Motor Bus is to get the first-ever air-conditioned Carlyle Dart (seen above ready for loading at Southampton Docks).

The vehicle has special glazing to cut down on solar heat gains in a climate which suffers temperatures of 35 degrees Celcius and 95 percent humidity. Dennis managing director, Steve Burton, says air conditioning may well be the way ahead in the UK, particularly after the spate of hot summers. 'Putting passenger comfort first could also finally lay to rest the idea the UK climate doesn't call for air conditioning,' he said.

■PEOPLE

Scottish Citylink changes

THE area sales organisation at Scottish Citylink has been restructured with three new appointments.

Paul Standish covers England south of the Humber, with Sam Sullivan responsible for Edinburgh, the Borders and the north of England.

A new appointment, Marie-Claire Bleasdale, will look after the rest of Scotland in the reshuffle.

■COACH

Beavis has planning bid rejected

ONE of Gloucestershire's most respected companies was shocked to get opposition to its plans to extend a workshop.

Beavis of Stroud - established in the village of Bussage since the 1920s - was hoping to use a tiny strip of land to get five of its six coaches under cover.

But although all the initial signs were good, an objection from a new resident has scuppered the extension.

'I have explained that I don't want the company to get any bigger - just bring the vehicles under cover,' said owner, Brian Beavis, who was prepared to sign documents restricting the size of his company.

'The land I want to use was bought from my daughter for £20,000. Now it's just a very expensive car park for my drivers.

'The first application I made was passed. Everyone was happy. Then someone who has recently moved into the village managed to get the site panel to sit. They said 'no'

Beavis: new resident helped scupper plans.

because they claimed the road wasn't big enough for coaches.'

Eventually, Mr Beavis took his application to appeal. Acting for the Planning Inspectorate, Mrs E Edwards, ruled that the noise and disturbance likely to arise from the planning extension would lead to 'a reduction in residential amenities.'

'She commented that the coaches were getting too big,' said Mr Beavis.

'But they're the same size as always. The lady handling the appeal saw our tri-axle, which might look bigger.

'I'm wondering whether we'll just have to give up on this application, although the building would mean our vehicles would be out of sight.

'Everbody is anti-coaches. Even the council have turned us down, then 'phoned to book a coach the next day.'

● Do you have any planning hassles? How have you solved them? Let us know by writing to us or faxing a letter on 0733 62656.

■TAKEOVER

Doubt over CNT bid to buy Sovereign

HONG Kong-based CNT was last week saying it had pulled out of a possible deal to buy AJS-owned Sovereign... but Sovereign boss, John Wilson, said he was still waiting to hear.

'I understand the deal is in limbo,' said managing director Mr Wilson, who last week *(Coachmart*, April 25) predicted a sale within a fortnight. 'There still isn't anything definite.'

Leon Daniels, who negotiated on behalf of Hong Kong businessman T T Tsui's CNT Group, said the company's inquiries into acquiring Sovereign were over: 'I can definitely say there are no plans to buy it at present,' said the managing director of Ensign. 'The same thing happened at Ensign,' retorted Mr Wilson. 'Just when everything appeared to be off, the company was bought. Whatever happens, life goes on here.'

Sovereign's fleet has just been moved from the Dane Street site to Sovereign's Babbage Road depot: 'It's good to see buses outside of the office window again,' said Mr Wilson.

Babbage Road was bought by Sovereign when it acquired Jubilee Coaches in 1989 but vehicles have been sharing the Dane Street depot with Luton & District until now.

■COACH

Dennis puts Javelins to the test

DENNIS has placed two Plaxton 3200-bodied Javelins on six-month test with two major British coach operators.

Each will be closely monitored during the season and a report published in *Coachmart*.

Excelsior and Wallace Arnold have one Javelin each for comparative testing.

Both companies will assess the suitability and reliability of the 240 bhp Cummins-engined Dennis.

The Wallace Arnold vehicle is operating a seven-day week, two-tour cycle, based on York.

This takes the coach to Scotland and South Wales, but keeps it close to WA's Leeds headquarters for three days each week.

Excelsior's coach is going through a series of tests alongside Volvo B10Ms. It will do a variety of local excursions, feeders and British extended tours.

Excelsior and Wallace Arnold: carrying out comparative testing.

■SAFETY

Alarms are imported

A SAFETY alarm, which transmits tyre pressures, is being imported to the UK by Sussex-based Owens and Associates.

The system uses tiny radio transmitters on each valve cap which, it is claimed, constantly measures pressure. Signals are picked up by a monitor on the dash which gives an audible warning if pressure falls - well before tyre damage can occur or worse.

The Tire-Mate system costs from £65 to £359, depending on size of vehicle, and can be fitted to cars right through to articulated trucks, says the importer. It is already in use with America's Greyhound bus fleet.

Each tyre is individually monitored and displayed on the dashboard unit so that potential problems can be isolated. Owens and Associates, based at Etchingham, West Sussex, is also importing more basic tyre pressure indicators, SAF-T-Cap, at around £6.50 a pair.

■TOURS

Hold up in French Disney project

PLANS for the massive Euro Disney complex just outside of Paris are at least a month behind schedule, it has been admitted.

Building work is on time but sales director, Tom Allen, told the annual meeting of the Coach Tourism Council that, despite the advance publicity, group rates for the attraction and its on-site hotels had not been set.

'Setting our pricing policy has not been as straightforward as we envisaged,' said Mr Allen.

'We're not ready yet but we have determined the rack rates.'

Mr Allen said the long-term plans will see 18,000 hotel beds available.

Euro Disney expects 11 million visitors through the turnstiles in the first year, and a capacity in the first year of around 80,000 people.

He said operators would be limited in the way they would be allowed to use the Euro Disney name and logo.

'Basically, no-one can use the logo or characters of Disney without a contractual agreement,' he said.

● Full details of Euro Disney will appear in a future issue of *Coachmart's* supplement, Tours and Excursions, which this week features an Irish holidays special.

■WELFARE

BCC issues safety advice

THE Bus & Coach Council has helped launch a new booklet 'Travel Safely by Public Transport', sponsored jointly by the Department of Transport and Suzy Lamplugh Trust.

It gives advice on how passengers can avoid problems and attract attention should the worst occur. The booklet makes it clear that buses are inherently safe, particularly for women.

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LOOK AT IT

THIS WAY

A bus or coach is only as good as the chassis upon which it is built.

After all, it's the chassis which supports the bodywork and passengers, cushions them from road shocks, guides them comfortably through congested streets, speeds them along the open highway, stops them safely.

It's the chassis which bears the brunt of hundreds of thousands of miles, millions of gear changes and years of hard use to win profits.

It's the engine, gearbox, drive-train and chassis weight which determine fuel efficiency.

The user benefits are clear.

From the 28/43 seater Dart midibuses, through the full size single decks to the Dominator double deck and the 169 passenger three axle Dragon chassis – and throughout the range of Javelin coaches – the Dennis hallmarks are low operating costs, durability and full customer support.

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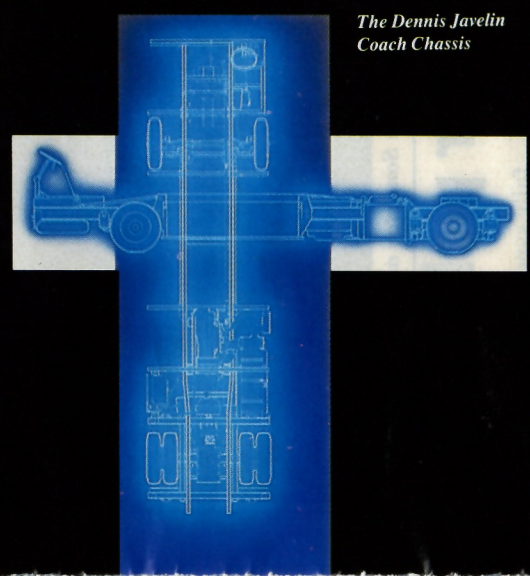
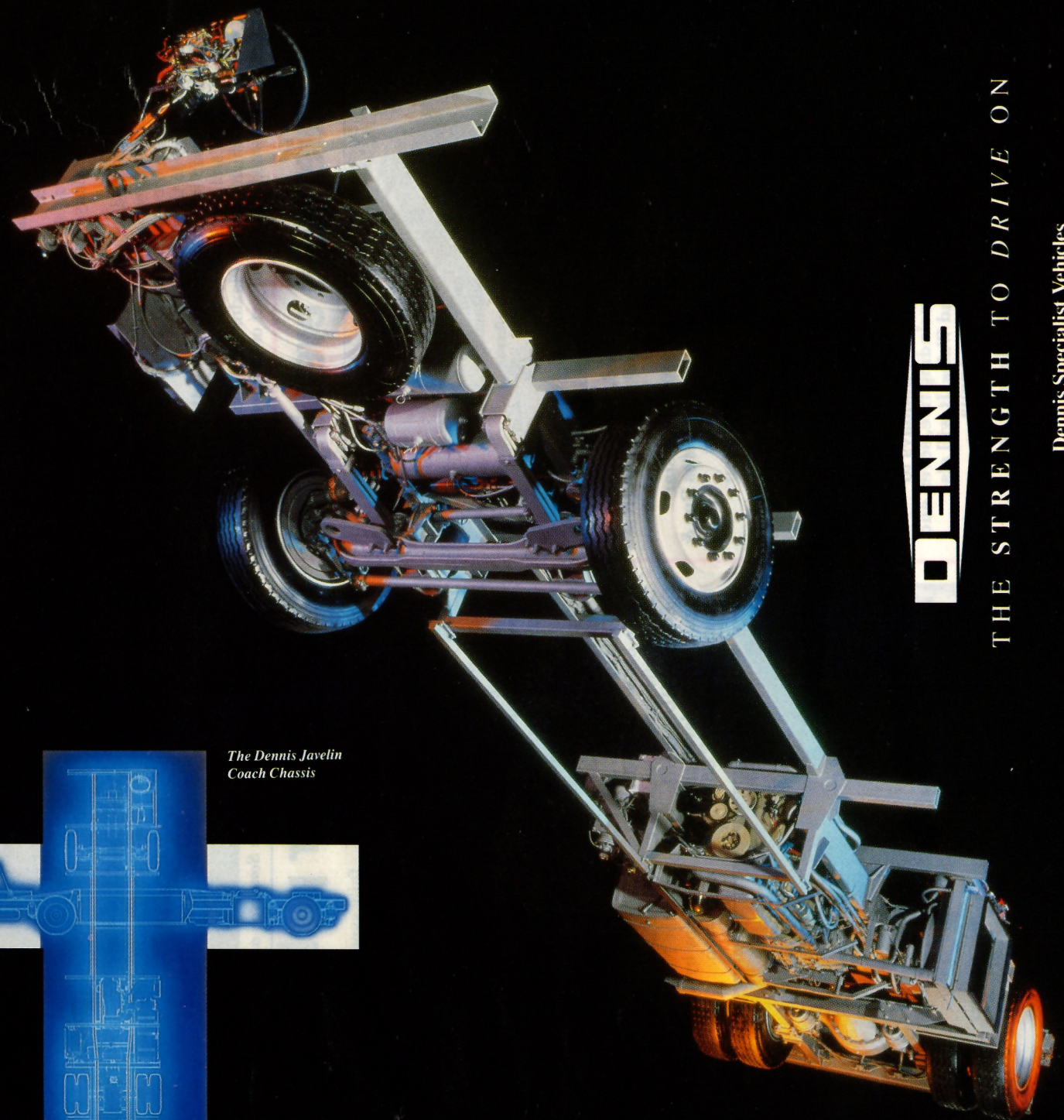


The Dennis Javelin Coach Chassis



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You've been buying...You've been buying...You've been buying...You've been buying...

John Smith is a UK leader

JOHN SMITH & SONS of Thirsk has the first Eos in the UK completed by Van Hool after last year's takeover of the LAG Bus manufacturing plant in Belgium *(Coachmart,* March 28, 1991).

It operates on Smith's own tours, and other European trips for agencies, alongside a rare MAN-powered Apolo and two other dedicated continental coaches.

Experience with the Spanish-built Apolo convinced the North Yorkshire company of the value of running a very distinctive coach. Partner, Granville Smith, said it was responsible for a lot of extra business and he hoped the Eos would have the same effect.

After founder John Smith's death in 1979, the business remains in the Smith family with sons Granville and Neville in day-to-day control and their mother Mary still the boss.

The Eos has DAF running-gear described by Granville as 'brilliant.' He was also lavish in his praise for the 24-hour service from DAF aid.

LAG bodywork is no stranger to Heriot Country. Smith's bought an LAG Galaxy-bodied Volvo which has given no problems.

The Eos was rushed into service over Easter while fresh from being painted by Express Coach Repairs, Pickering. Said Granville: 'There was no time to do it ourselves, and I've only just managed to do the signwriting.'

Smith had established a reputation for getting-in first long before the EOS and the Apolo. John Smith bought the first Leyland PS1 which received Plaxton's first post-war body. This coach is still owned, but the subject of long-term restoration.

The Eos: helping John Smith & Sons stay ahead of the field.

Premier gets even bigger

CAMBRIDGE and Huntingdon-based, Premier Travel Services, has increased its fleet to 60 with the arrival of two Volvo B10M GL coaches.

Fitted with Plaxton Paramount 3500 three star bodywork, the coaches were supplied by Yeates Bus & Coach. Two similar 1988 vehicles, previously belonging to Cotters of Glasgow, have also been acquired from the same source.

The two new vehicles carry the Wallace Arnold Tours livery and will be used on a three-coach contract which Premier has recently won. Premier managing director, Paul Cooper, said: 'We are delighted to be working with Wallace Arnold, who are offering a large number of new joining points and increased choice of holidays in East Anglia this year.'

The Premier vehicles will operate holidays to resorts throughout Britain, including five, seven and nine day tours to Scotland and Wales. It will also provide feeder services from East Anglia.

The new additions complete the remodelling and upgrading of the Premier fleet, following the acquisition of the company last May by the Cambus Holdings Group.

Ambassador picks Volvo

AMBASSADOR Travel (Anglia) has taken delivery of nine new Volvo B10M coaches with Plaxton Paramount 3500 bodies from VL dealer, Yeates Bus & Coach, of Loughborough.

It completes an order of 30 Volvo and Leyland vehicles supplied to Ambassador and brings its vehicle fleet to 52 coaches- including 15 to executive specification.

The latest arrivals (three shown below) are all B10M 'GL' specification, powered by the Volvo THD 101 GD engine, which develops 273 bhp and has the ZF S6 90 fully synchronized six speed manual gearbox. The coaches are 12 metres long and have a mix of rear and centre continental doors.

Features include tinted windows, reclining seats, carpetted gangways, curtains on the side and back windows and stereo radio casette and PA system. The entrance door is power operated and there are electrically heated side and rear view mirrors.

The company was formed after a management buy-out from the National Bus Company by Terry Park and Ray Green.

You've been buying...You've been buying...You've been buying...You've been buying...

Epsom notches up a milestone

THREE new Volvo B10M coaches with Van Hool bodywork have chalked up half a century for Epsom Coaches.

The new arrivals brought to 50 the number of vehicles in the company's fleet. They are fitted with 53 reclining seats and have been bought to cope with the company's expanding private hire network.

Epsom Coaches is based in Blenheim Road, Longmead, Epsom.

The CBSO: greeting the arrival of the coach with a fanfare.

Making music in Birmingham

THE City of Birmingham Symphony Orchestra has received a unique £120,000 Volvo B10M coach, following a special ceremony at the city's new International Convention Centre.

Instead of cossetting 50 passengers in air suspended luxury, the vehicle will be used exclusively to carry the CBSO's musical instruments. The vehicle is said to have been chosen for its ride quality.

It will take the instruments to 130 concerts a year both home and abroad and was supplied by Yeates Bus & Coach of Loughborough.

A first for People to Places

A NEW Asquith Palace coach for Richard Charnley of People to Places in Coleshill, Warwickshire, has many claims to being a first.

It is the first Palace on 16-inch wheels, the first with side emergency door, and the first with a new shorter body style which deletes the oval window next to the driver and passenger doors, while still giving sixteen seats.

Mr Charnley placed his order with Asquith at ExpoCoach last October.

The coach, built on extended Ford Transit 190 chassis, is the first Asquith to have a tachograph fitted.

And, although many 16-seaters have been exported to Japan, this is the first for the UK.

People to Places has established contracts for small coaches and the Asquith will be used on corporate business for Jaguar and airline companies.

Asquith has been successfully flying the flag in the export market.

Managing director, Crispin Reed, told *Coachmart* that business with Japan was reaching a new peak.

Asquith: replica vintage vehicles are going places at home and abroad.

Fifty one have already been sold and a further 24 are expected to go this year.

He said that sales were helped by favourable currency rates and large sums of corporate money going into Japanese theme parks.

Other countries taking the replica vintage vehicles include Germany, Switzerland and Austria where they are popular for use as hotel courtesy buses.

Much nearer home is the Vintage Carriage Company in Deganwy, North Wales.

Run by young entrepreneurs, Jane Bowls and Valmai Kellaher, this new operation has high hopes for success with an 11-seater Asquith Mascot.

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The driver, operator and tax-man

Are self-employed coach drivers insured? John Morton of coach management experts, Anglo & Europe, investigates in the wake of last year's Montego death crash in France.

THERE are only three ways that a coach operator can employ drivers. These are:

1. Full-time on PAYE;
2. Part-time with PAYE deducted;
3. From a properly licenced driver agency.

Over recent years, more and more drivers have turned away from regular full-time employment to become what is commonly called 'freelance drivers'. This trend has developed out of four main reasons: poor pay and working conditions for full-time drivers; the seasonal nature of the job; the need for drivers to be based at strategic points in Europe to service the needs of the 'bottom end' on shuttle operations; and finally the lack of adequately skilled tour drivers.

Some drivers left the UK and headed for the South of France to work the summer touting their services as 'bottom end' drivers. Others moved from operator to operator within the UK, working by the day for the highest bidder.

From within those individuals arose organisers who began to arrange work for their friends. These people were soon to be called driver agencies. Drivers were often paid cash-in-hand and on the day and often got more than the full-time rate. The word quickly spread and more drivers opted for this easy way to earn cash in the summer. It has been nice and easy for everyone - drivers got cash no questions asked, the operator only paid for the days worked and saved on PAYE and bookwork.

At no time did anyone stop to consider the implications of this operation both legal and other. The fact is, it is totally impossible for any PSV driver by definition to be either 'freelance' or 'self-employed'.

As a guide to the definition of 'self employment', in 1988 the Inland Revenue produce a simple question and answer leaflet, number IR56/NI39. These are available from local tax offices on request. There is also a Croners' reference book entitled 'For the Self Employed' which goes into more detail on the subject.

Crash: the trauma could go on without proper insurance.

An extract from page four of the leaflet confirms the position of a driver:

If you can answer **'yes'** to the following questions, it will usually mean that you are self-employed:

- Do you have the final say in how the business is run?
- Do you risk your own money in the business?
- Are you responsible for meeting losses?
- Do you provide your own equipment? ie the vehicle.
- Are you free to hire others to do your work?
- Do you pay them from your own pocket?
- Do you have to correct unsatisfactory work in your own time and at your own expense?

Obviously, a coach driver cannot answer yes to any of these questions as it is the operator who decides how his business is run. The operator risks his money; he is responsible for meeting losses; he provides the vehicle and the driver cannot employ others to do his work. If the job was not done correctly and the hirer refuses to pay the operator the driver does not have to pay the operator his loss. There is a similar question and answer section on page five confirming that the driver is an employee.

Tour managers, in general, work out their own itineraries and decide how the tour is to be run. Their profits depend on how good they are at their job. They provide their own information for passengers and spend time preparing for tours at their own expense and they are able to employ another guide to substitute themselves if they wish.

In general, a tour manager decides what passengers will see and for how long and at what cost, so it can be seen there is a difference between a driver and a tour manager.

Having determined that a driver is an employee, it means that operators are responsible for deducting tax and NIC from all drivers wages unless they have been hired from a **'licensed driver agency.'** Remember that when using a driver agency, operators should obtain proof that it is holding a current licence otherwise they could find themselves liable for tax and NIC on any money paid.

The same rules apply to a driver agency with the exception it, or the person running it, must hold a current licence to operate issued by the Secretary of State. The Employment Agencies Act, 18 July 1973, is crystal clear in its wording: *No person shall carry on an employment agency or business at any premises after the date on which this section comes into force unless he is the holder of a current licence from the licensing authority authorising him to carry on such an agency or business at those premises.*

There are no ways round this Act of Parliament and it also precludes operators from hiring drivers to each other unless the vehicle is hired at the same time. These rules apply to all British drivers and agencies, whether operating abroad or in the UK. Operators should also be aware that if they put any money on the coach for a driver, whether the driver is from an agency or not, then they are deemed to be the employer and are responsible for PAYE. All monies paid for drivers' services should be paid direct to the agency concerned and not to the driver. Even accommodation expenses are included in this.

There are many other areas of concern regarding the use of unlicenced agency drivers and freelance drivers, such as employers and public liability insurance cover. Operators and agencies must be covered by this form or insurance. In the event of a major accident, operators may find themselves out on a limb.

This appears to be the case in the Montego office affair of last June in France, with the operator apparently being sued for £1 million in compensation *(Coachmart,* May 2, 1991).

Operators would be well advised to deduct PAYE from all drivers' pay or use a bonafide driver agency.

Remember the tax-man can go back as many years as he sees fit to assess the amount of tax that should have been paid and tachograph charts are the undisputed evidence.

Contact your local tax office, the Department of Employment or the writer for information.

John Morton, Anglo & Europe, Coach Management, 10 Park Close, London NWE2 6RQ. Tel 081 450 8892.

The sign of a great coach

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DESTINATION AUSTRIA

Mike Morgan joined the crew of European coach shuttle Astral on its twice weekly run to Austria.

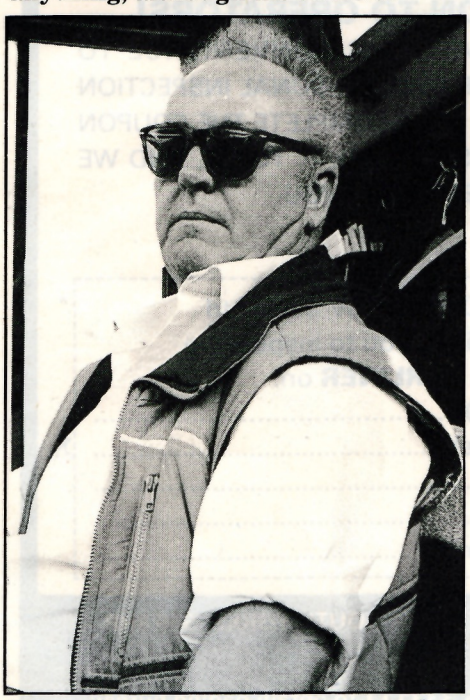
FOR most coach drivers, an early alarm signals yet another works contract followed by a 'schools' run before returning to the yard for a late breakfast.

But today was different. Not for me those grey-faced shadows treading their reluctant path to the factory gates or the 10 minute turmoil that seems like an hour while a seething mass of children wrestle with school bags and each other. Thursday's worksheet said 'Austria'.

Mind you, when I joined-up with my co-driver and courier there was no hint of excitement in their eyes, just the grim look associated with workers about to start yet another day on a job they had done a thousand times before. Was this a hint of things to come? Surely this was the glamour work that all coach crews clamoured for - the peak of a long career?

I will call them Jim and Marie to preserve their identity and self-respect. Jim looked ready for anything, although his sense of humour had a sharp edge verging on cynical. Marie, quietly supping coffee in the other corner, kept her thoughts to herself. I had a distinct feeling she had done it all before.

Shuttle: no looking back as it approaches snow-covered Austria.



Driver Jim: a professional who is ready for anything.

Driver Jim was convinced someone, somewhere would be awkward... sure enough he was right.

Suddenly, the uneasy tension was broken. A phone call from the 'top-end' driver signalled that his job picking-up passengers from up-north was complete and we moved up to the yard.

It was 7.30 am, but some of the intrepid voyagers had already spent four-and-a-half hours on the coach. This was only Birmingham - they had another 24 hours to go.

Consolation for the paying customer's self-imposed confinement was to be a week in the splendour of the Austrian Alps. However, within that time the shuttle crew will have gone there and back twice.

With time to kill on the road to Dover, Jim interspersed his uncompromising opinions on driving standards with a potted life history. I quickly discovered that he was no stranger to the continent. For 28 years (or was it 32?), he has done nothing else. You name it, if it's on the European map, then Jim has been there with a coach.

I know drivers of buses and National Express services get on to a fixed track whereby they know every inch of the road.

Driving is elevated to a fine art with journey times cut by combining optimum braking and acceleration with deft lane changes. I discovered that these skills could apply equally to a 1,000 mile trip across five countries.

Jim was to show me how it was done. He was a good teacher, and I was not his first pupil. In a previous age he coaxed nervous novices into mastered the art of double-declutching on Coventry's war-time Guy Arabs and later Midland Red's own D7s.

He was there when motorways were a novelty and coping with 90-100 mph became a way of life. This man is a true professional ▶

Carlton P.S.V.

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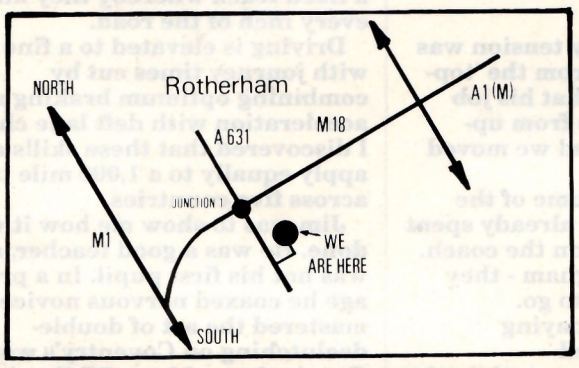

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in love with his job, but concerned about its direction. Hence the cynical wit.

Brought-up with buses, progressing through an elite coaching set-up, Jim saw continental driving as the pinnacle of a distinguished career. Now young drivers are thrust into the best work at an early and inexperienced age. Add to that a growing lack of appreciation from all concerned and the senior driver's lot is not a happy one.

Our passengers were comforted by the confident and smooth progress down to the docks. There was no need for concern, no histrionics - everything was under control. However, a confrontation awaited us. It was like fate and Jim was prepared.

You can't please all the people all the time and Jim was convinced someone, somewhere would be awkward. That wasn't the way he expressed it, but it was what he meant. Sure enough he was right and he had a tale he was to tell at every opportunity until it was superseded by something better.

The majority of passengers boarded the shuttle at Dover. 'There's always some **** who's late.' Sure enough at one o'clock a family-of-four was nowhere to be seen. Clip-board in-hand, Marie guarded the rear entrance with the tenacity of a London bus conductor. A tannoy announcement was to no avail. Then, from stage left, came father leading his harassed brood. No-one smiled.

Of course they'd been waiting in the wrong place for three hours and we were in the wrong. What's more no seats had been allocated, and mother didn't want to spend the night at the back of the coach, or amidst smokers, or separated from her beloved children - both of whom looked unconcerned at the prospect.

The touch paper had been ignited. Not one of the 51 passengers was prepared to move. Marie was accused of being inadequate and father threatened death by letter writing. Jim's fuse blew when mother announced: 'We are not going to travel in these conditions.'

'OK,' said our hero: 'I'll unload your cases.'

Coach passengers are an unpredictable breed. After a cup of coffee in the Welcome Break, the tension was relieved, but not forgotten. The family stayed on the coach, and for all I know had a good holiday - somehow I doubt it.

The hotel: ham and eggs and beds for the night awaited the crew.

As we shuttled through the night, the faithful Volvo kept the Astral on-course for a punctual arrival. We negotiated the Belgian and German borders to within minutes of Jim's estimated arrival time, but depleted our plentiful foreign currency reserve in the process. The Belgians extract 300 Bfr (£5) per coach and the Germans hit coach movements hard with a tax of 0.7 pfg per km/person which cost 282 Dm (£97) on the outward trip.

We pressed-on south under a perfect star-lit sky. Time and tiredness both became blurred as we alternated between bunk and driving seat.

Shortly after I handed-over to Jim for a second time an accident blocked our path. 'If they have one over here then it's a big one,' said the resigned figure behind the wheel.

We stood for an hour according to the tacho disc (called a card by Jim), but I slipped into sleep thinking of home and things comfortable.

I awoke with a start. It was cold and light. Where were we? Shouldn't I be driving?

Totally disorientated, I managed to poke my head out of the bunk. (How do they cope in space?) It was snowing heavily and Jim's eyes were showing distinct signs of tiredness - his own wife wouldn't have recognised him. Nevertheless, with his goal in sight he was undaunted. Ham and eggs and a bed for the day awaited us.

As I shuffled my thoughts on the return trip I felt cheated of a day. Although there was some doubt as to what day it was, I was sure that three days had been merged into two and that for the likes of Jim and Marie, the twice-weekly orbit of European motorways must be a sure recipe for confusing dates and places.

But, I was wrong. Both knew exactly where they were and where they were going. It was day three of our journey and they were going home by the shortest route. Said Jim: 'I have one aim. To get there and back as quickly as possible.'

We returned in record time without problems with border-crossings, police, ferry or Dover customs.

Marie kept the coffee and sandwiches flowing and Jim gave me precise instructions on how keep within the law yet still catch the early ferry.

On the back-road into Calais, we waved to a young French boy who kept time by the passage of Jim's shuttle.

I doubt if they've ever spoken and it would probably destroy the romance if they did, but here was one person who still believed in the magic and excitement of trans-continental travel.

Marie: kept the coffee coming throughout the trip.

Driver Jim: heading in the right direction.

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Tsui helps museum

THE fact that Hong Kong CityBus parent group, CNT, is busy buying into London and Home Counties bus companies is no secret. What is less well-known is that the firm's owner, T T Tsui, is pumping cash into the art world.

Mr Tsui is, apparently, the 23rd richest man in Hong Kong, with an extensive collection of Chinese art. Such is his interest in Britain that he is busy shipping his treasures to the Victoria and Albert Museum.

We are told the T T Tsui Gallery of Chinese Art represents an investment by the businessman of more than £1.25 million - more than the turnover for his British businesses.

The reason Mr Tsui - pronounced 'choy' - is so interested in Chinese art and the V and A is not certain.

The story goes that, as a boy, he visited the V and A and asked where the Chinese art section was. He was told it was in store because no-one could afford of exhibit it. Later in life, he was led to the vaults to see the priceless treasures, and this kindness was not forgotten.

The TT Tsui Gallery is due to be opened by Prince Charles in June. No doubt just about every Ensign bus will carry V and A advertising down the side simultaneously...

● **SOME considerable time ago, *Mealstop* appealed for information about a new O-licence application in Scotland. The plea evidently fell on deaf ears.**

It subsequently transpired that the buses to be plying the streets of Kilmarnock were the new Goldline fleet. Now our man in Scotland can report further.

Apparently Goldline managed to pick up only four of 12 vehicles and as a consequence, ran two of the four registered services with these 1986 Sherpas. Competition from Western Scottish and

Goldline Sherpa: spotted in Kilmarnock.

Killie Hopper was fierce, right down to duplicates and reduced fares: 'I was the only passenger on the Goldline journey I took,' says our spy. 'For some reason, people waiting at stops declined to board the newcomer,' he adds.

● CAR worship has gone too far. We must have better public transport policies and keep car journeys down - says the Royal Automobile Club.

Yes, the RAC is backing a better bus service and the appointment of traffic directors in all our major cities to reduce congestion. Park and ride schemes, traffic calming, bus lanes and other measures are the way ahead for Britain, says the RAC.

This flies in the face of current Government policy which seems to be sketchy but loosely based around car manufacturing, double red lines and bumping up the speed limit by 10 mph.

To ensure plenty of fresh thinking, a new Public Transport Minister is appointed e y six months. His job is to acquaint himself with the Bus & Coach Council, agree with it, then look for promotion before he faces the odious task of making some plans.

'Now is the time to throw away bias and preconceived ideas and the fruitless old 'road versus rail' arguments,' says RAC public affairs director, David Worskett.

Mealstop respectfully suggests he should drop a line to John Major. Come in Roger Freeman, your time is up...

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We would welcome details of further definite entries for inclusion in our advertising and mail shot.

For further details contact Derek Bolt, Paul Clay or Steven Holt on 061 230 6000

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East Sussex

A better information service is badly needed

From Nick Helliker

SIR

I write in response to the letter from Mr Davis of National Express *(Coachmart,* March 28) regarding the poor standard of telephone enquiry service.

One of the facilities that this department offers the public is a comprehensive bus timetable service for Gloucestershire.

The most common complaint received over the years has been the difficulty that people have in obtaining an answer from National Express on Cheltenham 584111, or Birmingham on 021 622 4373.

As a result of this, we have spent a considerable amount of effort in helping people with their enquiries, whose journey very often does not not involve this county at all!

Before companies write to magazines such as yours protesting their innocence, I suggest that it may be a good idea for them to establish the true situation, and, if necessary, be man enough to admit there is a problem and put it right.

As a matter of interest, before I started writing this letter I tried the Cheltenham number, which was engaged, whilst the Birmingham one rang for 10 minutes before automatically cutting off.

Whilst National Express offers an excellent range of services at very competitive rates, I am sure that it would be cost effective to spend a little more on providing a better quality enquiry service.

NICK HELLIKER
TEAM LEADER
(OPERATIONS)
GLOUCESTERSHIRE
COUNTY COUNCIL
SHIRE HALL
GLOUCESTER
GL1 2TH

Send your letters to:
The editor, Coachmart,
EMAP Response
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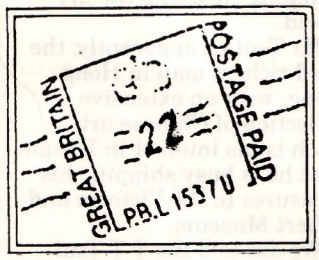
or by fax: 0733 62656



The editor is always pleased to receive letters for publication in Coachmart and will, if requested, publish these anonymously. But please attach your name and address for our own information.

Star Coaches puts its case

From Mrs F M Barrett

SIR

Regarding the report in *Coachmart* on the result of the public inquiry that we were called to.

The report states that we had been called to a public inquiry last August. This was not true. We received a warning letter, but there was no inquiry.

The report is true in what happened, but only the damning evidence has been printed. There is no reference to the commissioner's comments that we had held an operator's licence since 1972 and that we had a good record over these years with the Ministry. He implied that this incident was completely out of character, probably due to problems which he knew about, but which he was not prepared to disclose at the enquiry.

Other coach operators around the country, who have used our services in the past, and seen that report would think twice about using our company again. However, if the commissioner's comments had been printed they would realise that this was an isolated incident, although we do not deny that it was a serious incident.

There was a representative of the education council at the enquiry and as a result of what he heard there we have received a letter from the local education office stating that we are reinstated on their list of operators to be used on school contracts.

MRS F M BARRETT
STAR COACHES
'TRYSTAR'
ELLENS ROAD
GREAT MONGEHAM
DEAL
KENT CT14 9JJ

Exciting opportunities lay ahead

From William Coupar

SIR

In your report *(Coachmart,* April 18), on the Government plans to privatise bus companies owned by councils, you stated that only three ex-municipals were now privately owned.

In reminding you that there was an employee buyout at Chesterfield Transport in April 1990, can I add that our company's successful progress since then should encourage those municipal companies who are contemplating their move into the private sector with some concern.

I cannot speak for Derby, Grampian or Portsmouth, but we certainly feel that the combination of private sector status, with the added bonus of employee share ownership, offers an exciting opportunity for the many local councils who want to see the best for their bus operations and the staff who work for them.

WILLIAM COUPAR
CHESTERFIELD
TRANSPORT
STONEGRAVELS
SHEFFIELD ROAD
CHESTERFIELD
DERBYSHIRE

Coachmart is the greatest!

From Tony Rodwell

SIR

Just a short note to thank you for all your help and to say how pleased I was at the response to the editorials and advertising in *Coachmart.*

I have to acknowledge that your magazine is, as you said, the vehicle by which to reach decision makers within the industry.

TONY RODWELL
RAPIDFORM
BLOORS WHARF
LOWER RAINHAM ROAD
RAINHAM
GILLINGHAM
KENT

Owner/driver club is a great idea

From S B Petty

SIR

I was interested to read the article on owner drivers in *Coachmart,* on April 4 and intentions to set up an owner/driver club.

As I am in the process of becoming an owner/driver, having recently acquired a standard international operators licence for one vehicle (53 seater), such a club sounds a great way to solve some of the problems I am shortly going to encounter.

I have been working in the industry for just over six years, both on the road and in an office, covering all aspects of coach management.

My experience on the road took me all over Europe on various types of tour and a vast amount of UK tour work, day excursions and contract hire to local authorities and government bodies.

Previous to my time in coaching, I spent 18 years in transport on the maintenance side as a skilled vehicle technician working mainly on cars and light commercials with some coach maintenance occasionally. I am also a CPC holder in haulage with parts A,B,C and E to my credit.

I am in the process of scanning the pages of *Coachmart* to find myself a suitable vehicle to carry out the same work I did for my previous employers.

Having to cope with the other expenses of going it alone, I feel that I am only going to afford something around seven or eight years old, probably an early Plaxton Paramount 3200 series.

I feel this vehicle should be capable of carrying out my first years' ambitions without too many problems if I choose carefully.

I hope the club idea brings many responses similar to my own and look forward to hearing of further details in the future.

S B PETTY
MINERVA TRAVEL
405 THE SPA
MELKSHAM
WILTSHIRE
SN12 6QL

If you would like more details of the proposed club, write to Coachmart. Mark the envelope Owner/drivers Club and we will pass it on to the organiser. Please send in your enquiries by Friday, May 15.

NOSTALGIA CORNER

The CM5 4808 captured by Christopher Priestley: the coach was years ahead of its time.

THE ultimate expression of Midland Red Engineering achievement coincided with the coming of the motorway age.

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Capable of 100 mph, these coaches were years ahead of their time and served on motorway and express routes for 15 years from 1959.

And not only did they perform well, they looked good too.

The painting of CM5 4808 by Christopher Priestley was commissioned by the Carlyle Group to complete a series of five limited edition prints commemorating Midland Red vehicles over five decades.

Relive old memories by reading Nostalgia Corner each week.

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Time to start thinking about charging premium hire rates

REGULAR readers will know that it has long been my practice to add a premium to quotations and prices for private hires on the days when I anticipate high levels of bookings.

In particular, I always expect to get a premium rate for hire on a Wednesday during the summer months compared to that for a Monday - the latter not being a popular day with trip hirers.

But when quoting for a Wednesday, I do indicate the price which would apply for other days in that week.

I find that this little profit increasing device does not frighten people away.

Some will change their hire to a less expensive day (which helps me achieve bigger profits through better vehicle utilisation) and those hirers who cannot alter dates seem more amenable to the premium price as a result of simply being offered a lower alternative.

A twitch of intuition has made me further increase the Wednesday premium for May, June and July. For, unless I am very much mistaken, we face another summer on one-day rail strikes.

Should this happen it will almost certainly involve Wednesdays. I therefore aim to divert as much work as possible to other days of the week for, if this strike does occur, the hire price potential for strike-days will have doubled or tripled overnight.

Cynics may call this profiting from the misfortune of others. I see it as no more than supply and demand pricing, which the hotel industry has operated for all the years I can remember.

As an industry, we have been too quick to drop rates to react to shortages of work, but have not generally counter-balanced this by charging premium rates for times of peak demand.

Now might be a good time to start to do so.

PSVs should not take *all* the blame for accidents

CONTINUING my campaign to arouse awareness of the unfair imposition of legislation on transport businesses, ponder on this.

An operator of PSVs who is convicted of certain road traffic offences may not only be disqualified from driving, he can be banned from owning and operating such vehicles.

A man who neglects or mistreats a dog is not merely denied the pleasure of walking it - the courts can ban him from owning a dog (or, for that matter, almost any other animal).

One does not even have to commit an offence with a firearm to be banned from owning, as well as using, one.

Criminal offences quite unconnected with firearms are sufficient to debar a person from obtaining a shot-gun licence.

Yet, no power exists to prevent anyone from owning and operating something which causes many times more deaths than guns... cars, vans and small passenger carrying vehicles.

The owner of a firm of self-drive vans and minibuses can be disqualified from driving as a result of an offence caused by his failures or neglect - but can carry on hiring them out without let or hindrance. The butcher whose deathtrap van minces a human may lose his driving licence, but his ability to employ people to kill and deliver is unfettered.

At a domestic level, a man can be banned for a motoring offence, but can continue to own his defective car for his wife and family to drive. Yet successive governments continue to try and decrease road deaths by imposing legislation on our, very safe, industry, instead of tackling the areas where lives really could be saved - but votes lost.

I hope that in conversations with customers, organisations and politicians, all operators repeatedly make the point that for every one person killed in an accident involving a PSV, 100 are killed by other vehicles.

This statistic is all the more amazing - and a credit to operators and drivers alike - when the fact that our, less than one percent, responsibility for road fatalities includes the unique risk of carrying 5,681 million passengers each year.

Being super active should be the name of the game

A JOURNEY to the Midlands recently took me along the A38 past the site of the new Toyota factory.

No less than 15 cranes were at work putting together this huge, expandable and adaptable, Meccano type, building. Yet, I conjectured, not many miles away in Birmingham, Coventry and Cowley, car manufacturing capacity stands idle.

This contemplation brought home to me both the reason for this phenomena and the comparison between this related, but competing, industry and ours.

The British car manufacturing industry is in decline because it failed to heed customers' complaints about quality and reliability, because it operates outmoded practices from outmoded premises and complacently expected the successes of the past to just roll forward ad-infinitum into the future. It has left the door wide open for outsiders to come in and steal the business.

How often do we survey excursion and tour passengers to find out not only whether they were satisfied, but what they would like to see us giving them in the future. How many operators actually ask their private hire customers what extra services or facilities they would use? How much consideration do we give to our passengers' expectations of all round quality, their wishes regarding non-smoking, comfort, bottom step height, etc.?

The operators who are doing well are those who are doing all they can to give customers what they want, having recognised that people never object to paying the price that gives them total satisfaction and value for money. In contrast, my experience in Mr Major's *University of Life* tells me that I, and people generally, seek out the lowest price when what we are being offered is not what we really want, but rather what the suppliers like to think we want because that is all they are prepared to give.

Operators who are not super active in discovering and fulfilling customer needs could, over the next five years, find themselves *Toyotared* out of business.

* FLEET COACHES, FLEET, ALDERSHOT

TELEPHONE answered promptly and efficiently and our caller's name and telephone number was taken straight away.

Although it normally offered a comprehensive three-day package, as this was only for two days, an immediate suggestion was to take cabin accommodation on the overnight ferry from Portsmouth, leaving Friday at approximately 2330 hours and docking at Le Harve at 0600 when the port opened. The run to Paris would then be about two-and-a-half hours.

A visit to Versailles could be made en-route, arriving in Paris sometime in the afternoon. The company could book an hotel, and a meal at a 'super, typically French' restaurant for Saturday night. A guided tour of Paris on Sunday morning could be included.

Coaches on offer were Volvos, though not executives, as in this operator's opinion toilets were unnecessary and videos a mixed blessing.

She also seized the opportunity to publicise her company's group events and promised brochures in the post. Subsequent follow up was prompt with prices of £72 per person for a three star and £63 per person for a two star hotel. Two and four berth cabins were extra at £22 and £36 respectively or reclining seats at £3.50. Cost of guide was £80 for an 'excellent' three-hour Paris tour.

This was a very efficient and professional performance which inspired confidence and incorporated a good strong sales technique.

Staff attitude
Product knowledge
Professionalism
Sales technique

TRUEMAN TRAVEL, DEEPCUT, CAMBERLEY

VERY helpful telephone manner and although, again, this operator normally ran three-day Paris weekends, he was happy to offer a tailor-made trip for two days and checked immediately on availability of coaches, apologising that late July was the first available weekend.

He suggested travelling early Saturday morning from Dover, the only difficulty being getting into an hotel, as arrival in Paris would be about breakfast time. He offered to find out if this was possible and to organise a guide for a Paris tour and arrange a trip to Versailles, but pointed out that on a short weekend people would need some time for themselves. He also advised leaving eating places to individuals, quoting an average price for a three course meal of £10 per person.

Coaches offered were all with reclining seats, toilets, washroom, double glazing, and videos in the executive coaches which it preferred to send on the continent if available. Its two 49-seaters were six and 18 months' old respectively. Our researcher's name and phone number was taken and a quote promised by next day which was £58-60 per person, inclusive of Paris tour, for a two star hotel near the centre of Paris, or £65 per person for a three star, based on at least 40 people.

A very pleasant and friendly telephone manner, a very reasonable quotation and a professional response.

Staff attitude
Product knowledge
Professionalism
Sales technique

Check Line's researcher has once more been investigating the way coach operators deal with enquiries.

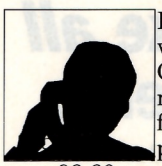
Five operators in the Guildford area were put to the test this week with the task of helping to arrange a weekend in Paris for a group of 40-45 people - possibly some time in June.

The same problem was put to them all - in that as the group were office workers, they could not travel until after work on Friday, returning on Sunday.

Ideally, details of appropriate travel arrangements, prices, hotels, suggestions for excursions and types of coach on offer were looked for in each case.

This is what happened...

NATIONAL EXPRESS CRUSADER GROUP TRAVEL, BIRMINGHAM



BRIGHT and cheery telephone manner. A short wait while costs were worked out.

Quote for executive coach with driver was £985, not including driver's accommodation and meals for the weekend. The ferries would be £21.50 per person return, and P&O Travel Sure insurance was £6.60 per person.

Very approximate hotel accommodation price was £28 per person per night (the above prices worked out at approximately £82 per person, based on 40 people).

Our Check Line researcher was given the definite impression that this operator was quite prepared to terminate the call there.

However, after a request for further assistance regarding ferry times and trips, she offered to 'run through' the local Paris guide or send information in writing for the group to choose excursions.

Suggestions were for a half-day coach tour of Paris and one day in surrounding areas, eg. Champagne valley, vineyards etc. Hypermarket shopping on way back at Calais was also mentioned.

Crossing times suggested as possibly 0400 (!) approximately. Dover/Calais ferry on Saturday arriving Paris about 0900/1000, returning to Calais Sunday via the scenic route for a 1600 ferry to Dover.

Our Check Line researcher's name taken for record purposes, with a suggestion to ring again when a decision was made.

Although a friendly approach, little initiative or sales technique was demonstrated and our researcher felt disinclined to pursue the enquiry.

This operator could do better...

Staff attitude
Product knowledge
Professionalism
Sales technique

OOH LA LA! INVESTIGATING PARISIEN TRIPS

OPERATORS WERE JUDGED ON:

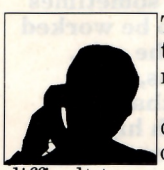
Length of time taken to answer the phone
Quality of the response and the impression left at the end
- attitude of person answering
- how helpful, friendly, efficient, etc.
Product knowledge
- how many suggestions of venues or ideas for the trip offered
Professionalism
- how well they approached the request, did they take the initiative?
- ask for information in a structured way?
- offer comments or advice on proposed trip?
Sales technique
- whether name, address and phone number was requested for possible follow up or a written quotation offered?
- whether any attempt was made to 'close the deal'?

KEY

Excellent
Very Good
Good
Fair
Poor

*** THIS WEEK'S CHECK LINE WINNER: FLEET COACHES OF FLEET, ALDERSHOT**

GALES COACHES, HASLEMERE



THE first reaction was that it would take some time to work out a price as everything was tailor-made to customers' wishes.

She wanted assurances that the trip would definitely happen and when a weekend in June or even July was mentioned, she felt it might be difficult to come up with something that quickly and pointed out that ferry companies need paying about six weeks in advance. August, September or October would be preferable.

She apologised for seeming to sound unhelpful but felt more details were needed before proceeding and warned a short sea crossing, arriving early Saturday morning, might mean two drivers as they are only allowed to work for nine hours, thus incurring extra expense. She advised against a two-day trip and felt three days would be better for sight-seeing and more economical. Also the journey from Paris to Calais was six hours which would mean leaving Paris mid-day Sunday to get back home for about 2200 hours.

She said the group should think about it more, decide what it wanted, write stating budget, long or short sea crossing etc., and she would come up with something. Although well meaning, this advice served as a deterrent and unless a three-day trip was planned, a sale may have been lost.

Staff attitude
Product knowledge
Professionalism
Sales technique

SAFEGUARD COACHES, GUILDFORD

ONCE the request was made, information was given regarding travel times. It was a one-and-a-quarter hour crossing from Dover to Calais and about three-and-a-half hours by coach from Calais to Paris on the autoroute.

It was suggested that if the group was travelling Saturday morning, it would mean leaving about 0330 for the 0600 Dover ferry getting to Paris by mid-day in order to make the most of the limited time. Friday on the overnight ferry could entail having two drivers and she queried what the group would do when they got over there. This operator said weekends it arranged were usually for three days which gave much more time for sightseeing.

With regard to accommodation, she offered to talk to the traffic manager to see if this could be arranged, and when asked for details of excursions, again she stated there would not be much time. Could not give any idea of costs over the phone and thought the best thing would be to get someone to do a price, get some idea of cost of accommodation and let our researcher know. Took name, address and telephone number.

Product knowledge was sketchy and a fair amount of prompting was needed, but this operator did offer to come back with a quotation and details.

Staff attitude
Product knowledge
Professionalism
Sales technique

Weekly report on law and the coach operator by Michael Jewell

LEGAL NEWS

● TRAFFIC area offices have now agreed guideline procedures for dealing with interim O-licence requests following an initiative by senior licensing figure, Major General John Carpenter.

Requests can only be considered if made in conjunction with a new, renewal or variation licence application and operators should give full written details on why the ineterim licence is required.

Under the new guidelines, applicants will not normally be required to wait until the period for environmental objections and representations has expired before the licence is granted.

But, where the operating centre is already subject to environmental conditions, the interim licence may be granted subject to similar restrictions.

It is thought the new procedures will provide greater uniformity in the way interim requests are dealt with and ease the transfer of existing business.

However, interim grants remain at the discretion of the licensing authority and do not create any precedents affecting the final determination of the application.

● IN THE wake of concern that in some cases new style driving licences do not fully show the individual's entitlement to drive large passenger carrying vehicles, the DVLA has opened a dedicated telephone line - Swansea (0792) 783838.

If details are being given to a driver's prospective employer, it is likely the person concerned will need to be present to agree to such information being released.

● THE DTp has published its first departmental report.

It provides an easy reference guide to the DTp's responsibilities, programmes and spending plans over the next three years for each form of transport.

It also examines longer term issues, dealing with safety in transport, environmental considerations and links with the European Community.

The report - priced £10 and available from HMSO - replaces its chapter in the Public Expenditure White Paper.

Maintenance problems lead to Wirralbus losing its licence bid

WIRRALBUS has had a bid to increase its fleet rejected and the duration of its licence cut.

North Western deputy traffic commissioner, Kenneth Birchall, refused an application to increase the vehicle authorisation by 10 to 30 and ordered that the licence duration be cut to a year instead of September 1995, after hearing of the company's maintenance problems.

DTp vehicle examiner, Geoffrey Chan, said that he carried out a maintenance investigation in January because of the annual test failure rate of Wirralbus vehicles. The company had been set up in late 1990 by former employees of Mersey Bus, and was mainly involved in stage carriage work. He found the condition of the vehicles to be generally poor.

Of the 17 he looked at, 13 were issued with immediate prohibitions and two given delayed prohibitions. A total of 28 dangerous defects were listed. He told the inquiry that the inspection sheets did not match the condition of the vehicles. They were sketchy, information was missing, and a number were not available.

The double-deckers were inspected by outside contractors because of access problems in the workshop. The Freight Transport Association also inspected vehicles on a contract basis. Otherwise, maintenance was carried out by the company's own staff. There was a minimum level of equipment and two pits.

Difficulty was experienced getting vehicles on to the pits due to problems of access. Three skilled fitters, one body man and an electrician were employed.

Alan Stewart, a director, said it had been operating since November 1990. He and the other two directors each raised £10,000 and arranged a loan of £75,000. The bank advised them to buy vehicles rather than lease them, and they purchased 14 older vehicles costing a total of £55,000. The company's present operating centre at 304 Cleveland Street, Birkenhead, was not its planned headquarters. It had intended to work from 122 Cleveland Street, but was gazumped at the last minute.

Wirralbus warned it could lose licence if new premises, vehicles and fitters are not found.

Its present premises were too small. Double-deckers could not be maintained because of the height of the workshop. The directors were currently renegotiating the acquisition of the premises at 122 Cleveland Street, where there was adequate room for all their maintenance requirements.

They intended to move as soon as possible.

Mr Stewart said that in November 1990 the company employed 14 drivers and two fitters. Today it had 40 drivers and seven fitters. Its main business was contract work, and it had three routes on which it competed with other operators. The company had found maintenance staff hard to come by.

Since setting up, Wirralbus had spent more than it had budgeted for on maintenance - £30,000. It also intended taking on another two fitters.

He added that the company did not intend to keep the present fleet and had been looking into the idea of buying new vehicles and having others refurbished, but to fund that it would have to win more contracts.

Questioned by Mr Birchall, Mr Stewart said the firm worked the drivers on a two shift operation, and needed 40 to cover all the routes. Maintenance was the responsibility of the transport manager and the fleet engineer. The directors stayed clear, but they did keep tabs on it. Wirralbus wanted 10 more vehicles in anticipation of winning further contracts.

James Peacock, the company's foreman fitter, said the vehicles should have been suitable for the work which they were doing. At the outset they seemed to be in fine condition. The problems were due to the site. Every job became a lot harder due to inaccessibility. There was only room for two vehicles at the workshop and sometimes vehicles had to be worked on outside in the rain.

For Wirralbus, Mr G Crossley said that it had started off with high hopes. It was currently operating from inadequate premises and despite the unexpectedly high maintenance costs, it had always spent what had been required.

In terms of finance it was a responsible company with funding that should be sufficient. Once the company had moved to new premises, with more fitters and younger vehicles, the problems should be overcome, he said.

Mr Birchall said that the purchase of new vehicles did not mean that maintenance problems would go away.

He warned that if, during the next 12 months, new vehicles, new fitters and new premises were not introduced, the company's licence could well be revoked.

Weekly report on law and the coach operator by Michael Jewell

Cumberland Motor Services was wrong to dismiss woman driver

CUMBERLAND Motor Services unfairly dismissed a driver it thought was guilty of ticketing offences.

A majority decision by a Carlisle industrial tribunal held that the contributory fault of the driver concerned, Miss E M Ferguson, was at 70 percent and the parties reached agreement over the amount of compensation she was to receive.

Evidence was given that Miss Ferguson had been employed by CMS as a bus driver on a one operator bus since September 1986.

She was summarily dismissed for irregularities in regard to the cancellation of tickets and her failure to issue a ticket to a passenger who had paid his fare.

Cumberland Motor Services: did not take into account driver's service and previous conduct.

The tribunal said that Miss Ferguson's dismissal was unfair because the penalty of summary dismissal was unduly severe.

In the company's rules and procedures, her breaches were classified as gross misconduct.

Dismissal was discretionary rather than mandatory. The dismissing officer appeared to regard dismissal as the normal penalty for an offence of this nature and did not seriously take into account Miss Ferguson's service and previous conduct.

He also had in the back of his mind that the offences were ones of dishonesty, but he did not expressly find that that was so.

Miss Ferguson's appeal to the company was rejected on the grounds that she had been negligent in her duties and guilty of ticket irregularities.

There was very little evidence about what happened at that appeal hearing, and none at all as to the reasons in the minds of the officers who heard the appeal.

However, there did appear to be a slight difference in their views to those of the dismissing officer.

Commissioner metes out warning to Greyhound

GREYHOUND (Cardiff) Coach Co was given a warning about the maintenance of its vehicles, when it had its PSV operator's licence renewed by the South Wales traffic commissioner, John Mervyn Pugh.

For the firm, which holds a licence authorising 13 vehicles, Captain Norman Lloyd-Edwards said that it had been in business for 25 years and had no reason to suppose that anything was wrong until last December.

The firm's proprietor, Thomas James, and its fleet engineer had both been taken ill in August last year and it wasn't until the results of a snap fleet inspection in December that faults came to light.

The vehicle examiner had not been happy with the maintenance system in operation, said Captain Lloyd-Edwards.

Mr James had been deeply concerned on receiving the letter calling the company to public inquiry, and together they had gone into the maintenance system in great detail. There had been gaps in the system.

However, the firm now had a flow chart in operation, planning the inspection dates ahead, and a drivers' daily nil defect reporting system had also now been introduced.

Mr James said that the firm's fleet was mainly involved in school contracts and private hire, and 10 vehicles were in use every day. Three vehicles had recently undergone their annual test and all had passed.

At the suggestion of Mr Mervyn Pugh, Mr James agreed to put all of the company's remaining vehicles through the test.

Taking no disciplinary action, other than to record a warning, and renewing the licence for the full five years, the traffic commissioner said he had taken account of the many years that Greyhound had been operating without problems and the steps the company had taken to put the maintenance system recommended in South Wales into operation.

Cled Williams gets his licence renewed

BARGOED-based Cled Williams has had his 10-vehicle PSV operator's licence renewed for the full five years.

The application was granted by the South Wales traffic commissioner, John Mervyn Pugh, at a Cardiff public inquiry.

Mr Williams said that when he last appeared before the commissioner in 1988 things were chaotic. He had a dirty garage and not enough maintenance manuals for the staff.

However, the system recommended by the traffic area, which he had introduced, had helped the company to 'turn the corner'.

He explained that he had also sent one of his staff on a Department of Transport Vehicle Inspectorate course at Bristol, which had helped him considerably.

Mr Williams said he was continuing with the recommended system and that vehicles going on journeys abroad and on other major trips would be inspected before they went.

Granting renewal, Mr Mervyn Pugh said that it was another success story which proved that the recommended system worked.

Weekly report on law and the coach operator by Michael Jewell

Secretary of State backs Albu

THE decision by North Western traffic commissioner, Martin Albu, to refuse to impose a traffic regulation condition has been upheld by the Secretary of State for Transport.

Sefton Metropolitan Borough Council had requested the commissioner to impose the TRC, preventing any local service using Bootle's St Ambrose Croft, Marian Way, Poulsom Drive, Simons Croft and Gorsey Way.

The council appealed against his decision on the grounds that the TRC was necessary in order to prevent danger to road users.

In dismissing the council's appeal, the Secretary of State said that he understood that the local service using the route had since been discontinued by Merseyside Transport.

However, as the TRC applied to all local services and other operators might wish to use the route in the future, he still needed to determine the case.

Having considered his inspector's report, he found that there was no substantive evidence that the bus service using the roads concerned had caused any significant danger to other road users.

He noted in particular that buses on the route had normally been mini or midibuses rather than traditional full-sized vehicles, and that they were no larger than other vehicles which regularly used the roads.

He also noted that between the start of the service, in March 1990, and its termination, in November 1990, there were, according to police records, no accidents in the area.

He said the evidence of the traffic examiner that the roads in question appeared to be similar to those used by minibus services on the outskirts of other cities.

And he therefore did not accept the contention that a TRC was necessary to prevent danger to road users.

The Secretary of State said that if Sefton Metropolitan Borough Council was concerned about traffic or other problems on the roads in question, or about the prospect of a bus operator using much larger vehicles in future, it had powers to make traffic regulation orders to place appropriate restrictions on relevant vehicles.

Garside gets PSV licence

FRED Garside has been granted a PSV operator's licence enabling him to take over the business of Adlington, Lancashire-based White Bear Coaches.

He had applied to a Manchester public inquiry for a new national licence to operate six vehicles.

For Mr Garside, John Backhouse, said that he had acquired White Bear from its previous owner, William Lawson. Mr Garside had sold his previous business down south, giving him the funds to acquire the business.

Mr Backhouse said that someone would be employed part-time as transport manager until Mr Garside was able to get a Certificate of Professional Competence of his own. He would deal with any problems that arose.

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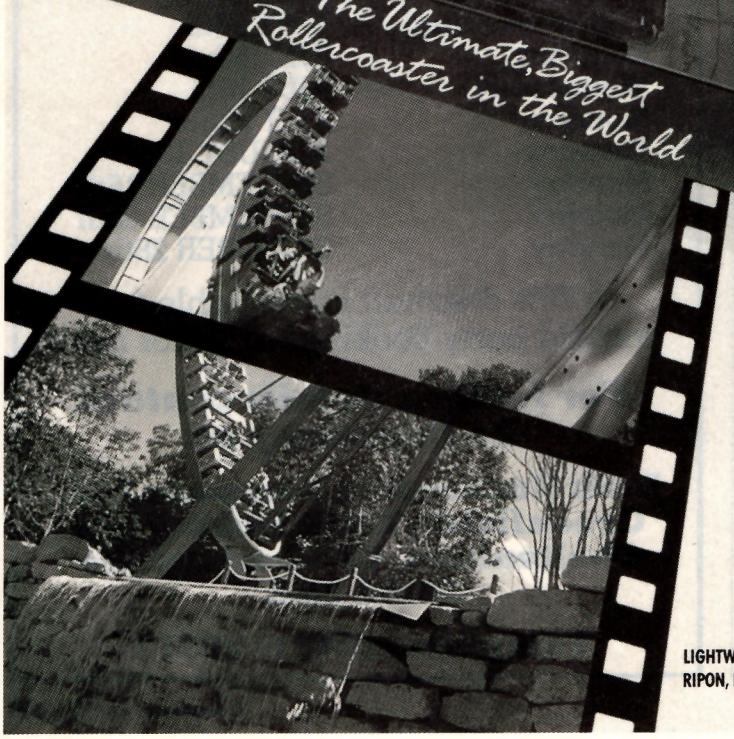

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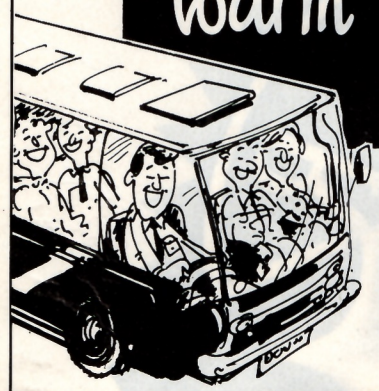

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DOUBLE PASSENGER POINTS AT ANDERTON, 1st-31st MAY

To celebrate the opening our our newly refurbished facilities at our Anderton Service Area, we are offering DOUBLE Passenger Points during the whole of May. So take the short cut to your first £5 voucher by visiting Anderton soon! Offer ends 31st May 1991.

Anderton Service Area – M61 between Junctions 6 and 8

Other Rank Service Areas: M2 Farthing Corner. M4 Aust and Cardiff West. M6 Hilton Park, Knutsford and Forton. A1 A66 Scotch Corner. A1 A46 Newark. A5 A55 Bangor.

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Mon-Sat 10a.m. to 5.30p.m.
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Last admission
1½ hours before closing.

1991 ADMISSION PRICES:
Group Rates
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THIS IS NOT A FACTORY TOUR.
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BATH RACES

1991 FIXTURES

Tuesday,	APRIL 30th
Saturday,	MAY 11th
Monday,	MAY 20th
Saturday,	JUNE 15th
Friday (evening)	JUNE 28th
Saturday,	JULY 6th
Wednesday,	JULY 10th
Monday,	JULY 22nd
Tuesday,	AUGUST 13th
Monday,	SEPTEMBER 16th
Monday,	SEPTEMBER 30th
Monday,	OCTOBER 28th

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For further details contact the Secretary at:

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MOOT '91 sets record

THE English Tourist Board's showcase MOOT '91 set new records for attendance.

In its final year before becoming the British Travel Trade Fair - then taking in Wales and Northern Ireland - MOOT '91 attracted 2,400 buyers including a large proportion of coach operators.

Exhibitors such as White Cliffs Country were inundated with enquiries: 'As a new attraction we were delighted with the response. We had some 300 sales leads during the show,' said White Cliffs' Sally Wookey.

The seminar 'Marketing to the Coach Operator' - organised with the Bus and Coach Council - was so well attended that there was standing room only.

Next year's British Travel Trade Fair will be held at the NEC on April 1 and 2. Details from the British Travel Trade Fair Office, PO Box 2802, London W6 9EQ.

Discounts for refurbished Heights

ONE of England's only cable car trips is just part of the attraction of the Heights of Abraham, near Matlock Bath.

The Derbyshire venue is offering significant discounts to operators booking groups for its 2-hour tour which includes visits to two caves, water gardens and a reconstruction of a Derbyshire lead mine. Country walks make it unsuitable for the less able-bodied though a spritely pensioner should have no problem.

New features include improved eating and drinking facilities.

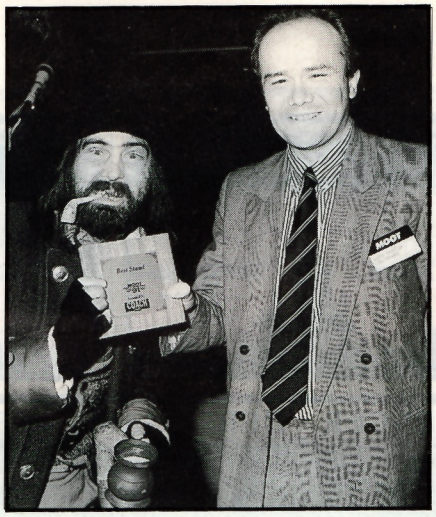
Heights of Abraham is open 1000 to 1700 hours until October. Standard groups admission rate is £3.75 (£2.10 children) with driver and courier entry free and meal vouchers supplied. Coach parking is at Matlock Bath, a few minutes from the cable car base station.

Contact Heights of Abraham at Matlock Bath, Derbyshire DE4 3PD, tel:0629 582365 for full details.

Lancaster goes Georgian

A HERITAGE week from July 27 to August 3 will see costumed characters from Lancaster's Georgian era in the historic buildings and pubs.

The eight-day Georgian Legacy Festival will exploit the wealth of historic attractions in the area by 'planting' actors in period dress around the town. The characters earned Lancaster one of Coachmart's awards - for Best Stand - at MOOT '91.



Georgian ruffian Jake Cumpsty accepts Coachmart's Best Stand award at MOOT '91 from Coachmart editor-in-chief Mark Barton. Jake is just one of Lancaster's characters on the streets this summer.

Full details of the celebrations planned, together with full details of the area's attractions, suggested itineraries and special group rates, are from Lancaster TDAP, tel:0524 841249. Lancaster has a central, dedicated coach park.

School groups can let off steam

A TOUR of Birmingham Railway Museum lasting around 1 hour is targeted at school groups.

The educational visit starts at 10.30 am and finishes with a lunch break but with the afternoon free for school project work. The museum gives a historic view of rail from the Tyseley site, formerly the engine shed of Great Western Railways.

Adequate toilet facilities are provided, with a visitor centre housing exhibits and a classroom/dining room based on an old railway carriage. There is a restaurant virtually on site.

Full details are from Brian Wilkinson, Birmingham Railway Museum, 670 Warwick Road, Tyseley, Birmingham B11 2HL, tel:021 707 4696.

BRIEFS

WEST Country hotels are checked out before customers check in in a scheme which now leads the field in terms of quality. The West Country Tourist Board says 5,500 hotels, guest houses and holiday parks are now tested annually by a team of inspectors. From 20 million holidays taken in the region, the WCTB got just 500 complaints, most of which were solved immediately.

TWO pairs of quarantined lions are proving a crowd-puller at London Zoo. The animals are rare Asiatic lions, of which only 280 are left in the wild. Other animals destined for a captive breeding programme are Rosie and Jos, black rhinos which it is hoped will produce calves for reintroduction to Africa.

LONDON Zoo's survival programme includes plans to get a new giant panda this summer. The famous male panda Chia Chia - one of the zoo's most famous animals - was sent to Mexico, where he produced one of the first cubs to be born outside of China. Now London Zoo is hoping to get a female panda from China and is looking for a suitable mate.

SCOTLAND'S ancient monuments - around 5,000 of them - will get better protection from damage, vandalism and development under proposals from Historic Scotland. A consultation document asks for changes to the 1979 Act covering historic monuments.

AIR show fans planning a visit to Exeter in late August will instead have to settle for Concorde on August 26. The Exeter Airshow has been cancelled, and the landing and take-off of Concorde will replace it. Bournemouth Airshow, planned for May 5 and 6 has been postponed to August 25 and 26. Details of the Bournemouth event should be available on 0839 250200.

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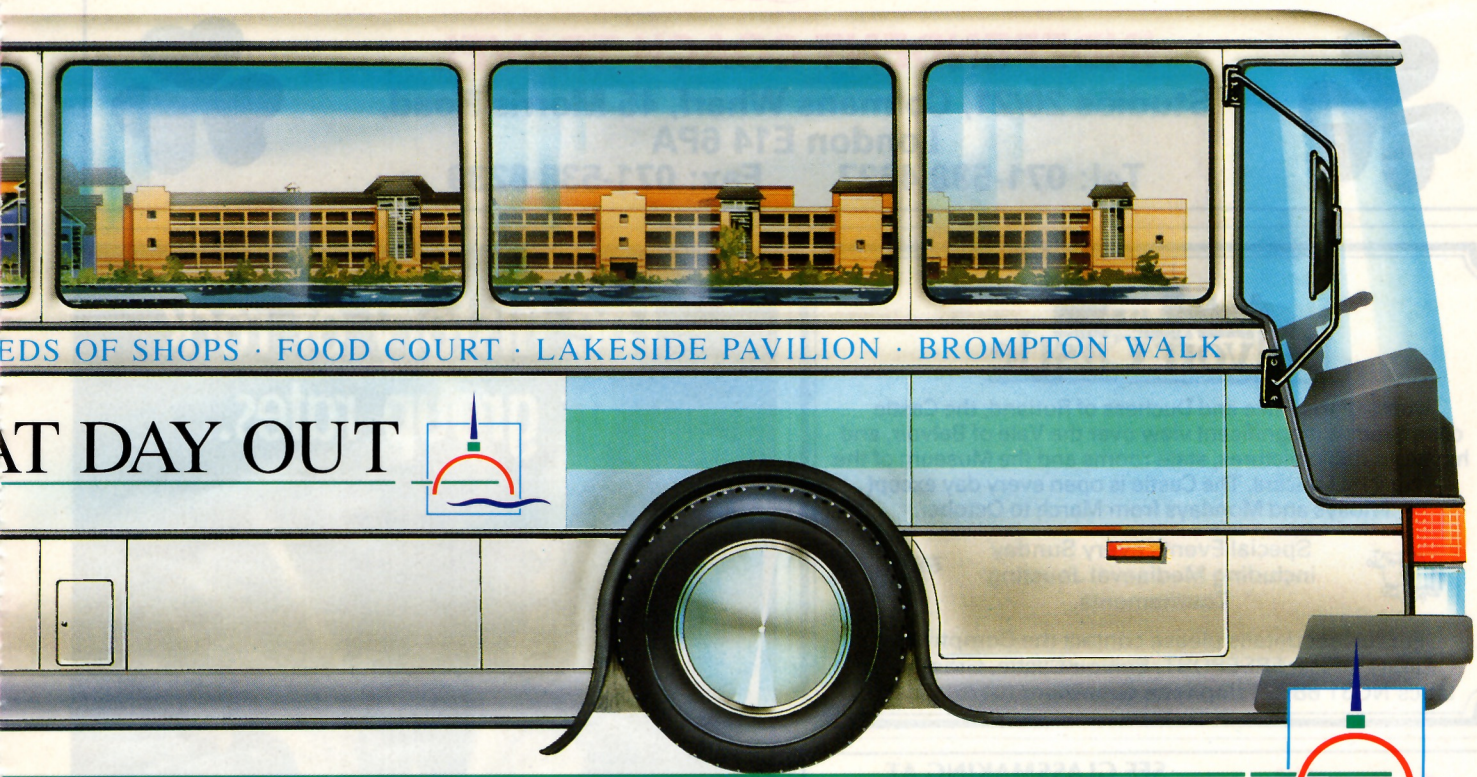

timetables can be tailor-made to profit.

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Following new bursts of TV advertising, eager passengers will be asking local operators about services to Lakeside.

To make sure you've got an answer, contact Thurrock Lakeside on (0708) 869933 for further information.

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INDEPENDENT COACH TRAVEL

Studios 20/21, Colmans Wharf, 45 Morris Road, London E14 6PA

Tel: 071-538 4627 Fax: 071-538 8239

Belvoir Castle

Home of the Duke and Duchess of Rutland, the Castle commands a magnificent view over the Vale of Belvoir, and houses notable pictures, state rooms and the Museum of the 17th/21st Lancers. The Castle is open every day except Fridays and Mondays from March to October.

Special Events every Sunday including Mediaeval Jousting Tournaments.

For further details please contact the Comptroller, Estate Office, FREEPOST, Belvoir Castle, Grantham, Lincs NG31 6BR. **Telephone Grantham (0476) 870262.**

SEE GLASSMAKING AT CAITHNESS CRYSTAL KING'S LYNN

Enjoy a conducted tour through our modern crystal making factory. Marvel at the skills of the glassmaker as he fashions the molten glass into goblets, decanters and vases. Discover how the intimate designs are hand cut to create sparkling crystal patterns.

Guided tours throughout the year 9.30-4pm
Well stocked factory shop.
OPEN 7 days June to mid September
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Tearoom serving homemade scones etc.
Free glassmaking demonstrations at weekends. June to mid-September

For information contact:
CAITHNESS CRYSTAL LTD
Oldmeadow Road
Hardwick Ind. Estate
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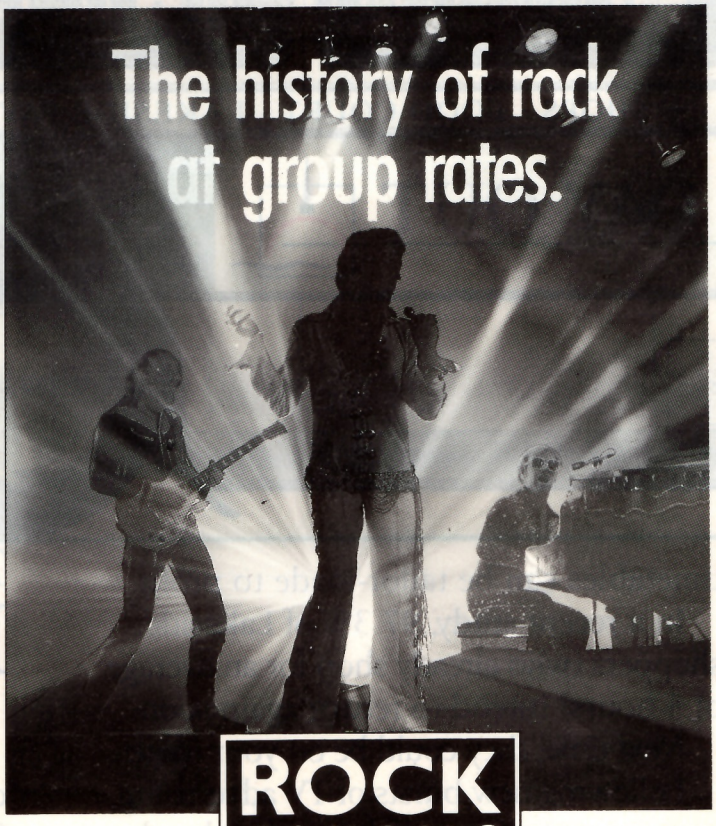
Tel: 0553 765111



Special discounts for groups. Available for functions. Tel. 071-734 7203 for details.

A NEW EXHIBITION · PICCADILLY CIRCUS · OPEN EVERY DAY & EVENING · FUJI FILM

It's so real, it's unreal.

Ireland - ready for coaching

DOES your tour programme include Ireland? If not, perhaps it should. Coachmart has been out to the Emerald Isle to test the water. Here's what we found.

IRELAND is no place for leaf spring suspension and faint hearts.

The countryside has a great deal to offer in all respects but the roads across to the scenery are often narrow, sometimes uneven and always unpredictable. No wonder state-owned CIE runs top-quality vehicles!

Ireland is not criss-crossed by motorways but is fairly well served by A-grade roads ('N' or National routes) to all the major towns. The 'R' (regional) roads vary from single-lane to two-lane but all are metalled.

The surfaces of the roads vary but can be downright bumpy. Only air suspension will easily cope with the worst of the routes and operators are strongly advised to take good-quality vehicles, since maintenance facilities can be few and far between.

The biggest problem with Irish roads is their average width. One many routes along the west coast - and elsewhere - meeting another coach could spell half an hour's manoeuvring to get past.

For this reason, Bord Failte (The Irish Tourist Board) and the tour guides suggest directions of travel along major sightseeing routes such as the Ring of Kerry. These should be adhered to.

Other hazards on Ireland's very rural roads include sheep, herds of cows and double-parked tractors. Drivers should be warned to expect slow vehicles around every bend. The bends themselves are often very tight and demand good driving skills.

Throughout Ireland, there are plenty of tourist-orientated bars, restaurants and hotels so coach toilets and hot drinks facilties are a luxury rather than a neccessity. Both can be difficult to use along the worst of the roads, in any case.

Ireland is all about scenery, however, and the need for good vision from the windows is never more evident. In Ireland's generally warm and wet climate the benefits of double glazing or good window demisters will be appreciated by your clients. It may be worth reducing seating to allow passengers freedom of movement so they can photograph some scenery from the moving vehicle. In many of the more beautiful spots, it is simply impractical to stop a coach.

Diesel is expensive in Ireland. Coaches should therefore be filled near the ferryport in Britain. Access of coaches to Irish filling stations can also be limited due to low pump canopies. Most garages take major credit cards and some take fuel cards.

A jaunting car - made famous the world over by John Huston's film 'The Quiet Man'.

Gaelic is spoken throughout Ireland, but some words are unmistakeable.

Castles and banquets

A VAST number of attractions - everything from castles to clothing shops - await visitors.

One of the 'musts' is a visit to one of the many banqueting halls. Many are held in real castles - watch out for crowds of Americans - and feature real Irish music with a chance to sing along to the better-known melodys.

Authenticity varies but clients can expect costume dress and a smattering of gaelic.

The medeival nature of the banquets does not extend to the food. As with most catering in Ireland, this is first class and sumptuous. The banquet we visited - Killarney Manor - managed to turn round more than 200 hot dinners plus entertainment in 2 ½ hours... and kept our attention.

Banqueting facilties include:

Killarney Manor, Tel: 010 353 64 31551, Fax: 010 353 64 33366.

Bunratty Castle, Co Clare; Knappogue Castle; and Dunguaire Castle, all part of the Shannon Castle Banquets Group. Tel: 010 353 61 61788.

Snapped through the double-glazing of a coach window, the scenery of the Ring of Kerry passes by.

Don't go without a guide

IF you are planning anything other than a single-centre holiday without excursions, the services of a guide are well worth the investment.

The scenery in Ireland is always interesting and a good guide will make the transfers from one hotel to another into another excursion. Guiding in virtually any European language can be arranged by the various guidng agencies, details of which are from the Irish Tourist Board.

During Coachmart's visit, Tour Guides Ireland provided a commentary. TGI is at 12 Parliament Street, Dublin 2, Tel: 0001 679 4291, or 679 4335, Fax: 0001 679 4386.

Guinness museum exhibits are par for the course.

Don't miss the top visitor attractions

THERE are several attractions without which a trip to Ireland would be incomplete.

Dublin's Guinness brewery provides a 1 ½ hour tour culminating in a taste of the brew in the site's own pub. The visit dwells heavily on the history of Guinness - which sells at the rate of 90 million glasses a day worldwide - and includes a film show.

Another drink-orientated visit can be made to the Irish Whiskey Corner, where the history of the original whiskey (Scotch is an imitation!) is explained. Sadly, the major Irish distilleries have now merged and concentrated their manufacturing in Cork.

However the mini-museum, talks and an eventual sampling of the real thing gives a flavour of the development of Irish whiskey. The bar facility can also be hired for evening meals at very reasonable rates.

The Blarney Stone is perhaps Ireland's best-known attraction. Situated just outside of Cork, Blarney is a small village with tiny access roads. It can get busy in summer but ample coach parking is available at Blarney Woollen Mills - itself a crowd puller.

To kiss the Blarney Stone visitors must hang upside down through a hole in Blarney Castle's wall. They will then, hopefully, get the gift of the gab.

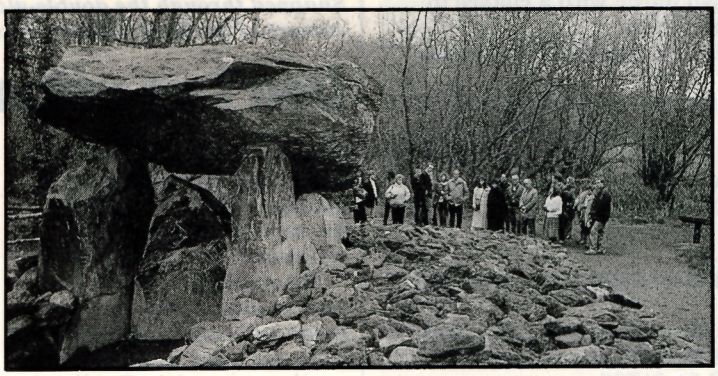
The Irish National Stud in Kildare is a little more than just a stable. Horses are Ireland's first love, and the Irish National Stud exists to ensure everyone has access to top-quality bloodstock at reasonable cost.

The INS also has a spectacular Japanese Garden which may keep women interested while their men tour the stables full of thoroughbreds! A tour of both would take at least 1 ½ hours.

The Irish National Heritage Park is an ambitious plan to recreate accurately parts of Irish heritage from the stone age until relatively recent times. It is very much an attraction for people who enjoy being outdoors, and takes you an a trail through the ages.

Many exhibits actually work. A unique horizontal water mill is shown in action. Food cooked with hot stones thrown into pits of water was being cooked when we visited. Meat cooked this way is, apparently, very tasty. The heritage park is a pleasant and interesting stroll especially for the 55-plus age group. The INHP, with a visitor centre which was being entended to include a restaurant, is at Ferrycarrig, in Co Wexford,

Full details of all attractions can be obtained from the Irish Tourist Board, address and 'phone number elsewhere in this feature.



Groups get excellent guiding around the Irish National Heritage Park, in Wexford.

University ideal for special interest groups

ACCOMODATION ideal for student groups and special interest groups can be arranged during summer at the University of Limerick.

The off-campus Plassey Village is 62 houses sleeping 424 - most sleep eight - with self-catering facilities or the option of a short walk on campus to the university restaurant.

Plassey Village may be particularly attractive to sporting groups since the leisure facilties including swimming pool, squash courts, gymnasium, soccer pitches and canoeing are available out of term.

Breakfast can be delivered daily to Plassey Village houses or guests can walk the short distance to the restaurant facilities for a cooked breakfast.

Lecture halls and classrooms are also available. A computer link-up is provided with the University's mainframe machine - useful for some student groups. Banqueting facilities can be arranged on request.

For full details contact Plassey Campus Centre Ltd, University of Limerick, Plassey Technological Park, Limerick, Ireland, Tel: 010 353 61 333644, Fax: 010 353 61 330316. Alternatively, contact Holiday Ireland Hotels, Tel: 0001 795208.

ICT offers breaks

Coachmart's visit to Ireland was arranged by Independent Coach Travel (ICT) which sells a full range of tailored group packages to Ireland - one of its specialities.

ICT uses hotels in the Holiday Ireland and Best Western groups, among others. Most on this trip were part of Holiday Ireland Hotels.

Further information about ICT packages is advertised in this section. Alternatively, 'phone 071 515 6577, Fax: 071 538 8239, for full details.

ROMANS SIGHTED ON TOWER HILL

Romans have been sighted at Tower Hill in the City of London – as have Viking hordes, Christopher Wren, and the Luftwaffe.

From late Summer 1991, visitors to London will be able to experience the same sight; London's first dark ride museum, illustrating 2,000 years of the City's colourful history.

Developed by the Culverin Consortium in association with the Museum of London, the Tower Hill Pageant will be a major new tourist venue.

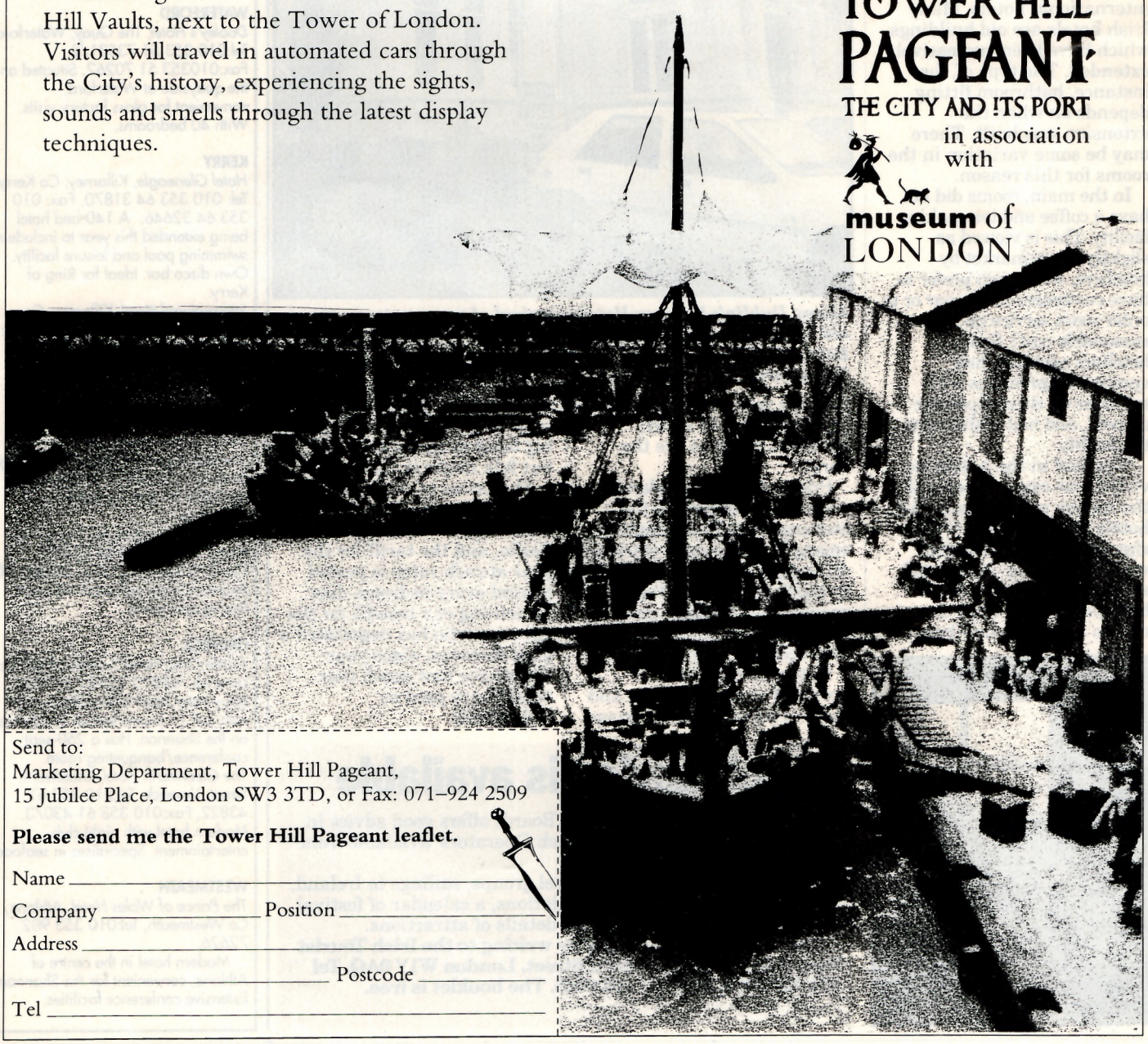
The Pageant is located within the Tower Hill Vaults, next to the Tower of London. Visitors will travel in automated cars through the City's history, experiencing the sights, sounds and smells through the latest display techniques.

Within the Pageant the Museum of London are staging a unique display of waterfront archaeological finds and the complex also includes shops and restaurants.

The Tower Hill Pageant will cater for over 500,000 visitors a year, appealing to domestic as well as overseas tourists.

A special leaflet has been prepared for tour operators and the travel trade. For your copy just send the coupon below, or call us on 071–924 2465.

TOWER HILL PAGEANT
THE CITY AND ITS PORT
in association with
museum of LONDON



Send to:
Marketing Department, Tower Hill Pageant,
15 Jubilee Place, London SW3 3TD, or Fax: 071–924 2509

Please send me the Tower Hill Pageant leaflet.

Name _____

Company _____ Position _____

Address _____

_____ Postcode _____

Tel _____

Hotels Irish-style are great for groups

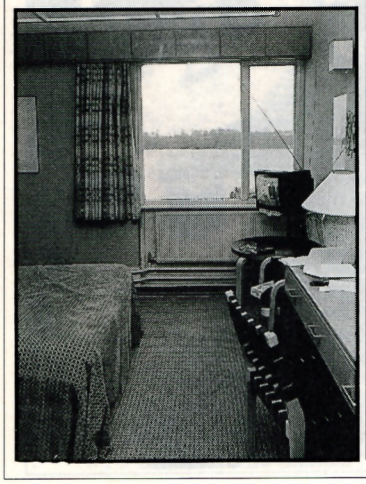
HOTELS in Ireland differ little from those in Britain, many offering en suite bathrooms and other luxury features.

During Coachmart's visit, most we saw were of moderate size - perhaps an average of 40 rooms - and were well within the standard generally expected in the UK. They were clean, had tidy interiors and as friendly a welcome as any you'll find.

Your clients can, however, expect a homeliness in many which sets them apart from continental-style international hotels. Many Irish hotels are old buildings which have been successively extended. The type of, for instance, bathroom fitting depends on when the extension was built. There may be some variation in the rooms for this reason.

In the main, rooms did not have a coffee and tea-making facility. This is viewed as slightly down-market by hoteliers, who much prefer to have customers at the bar or to order room service (at very reasonable cost). Some hoteliers said they had encountred problems with spillages on their expensive carpets, and had withdrawn the facility.

The food in the hotels we visted was exceptional and the menus were varied. Irish hotels have well and truly shrugged off the 'potatoes with everything' image and standards are high. A full breakfast and a large three-course meal in a half-board package was as much as most people can eat in a day; generous portions are the norm.



Above: Dublin's Regency Hotel is typical of many we saw - an old building modernised and extended.
Below: A typical room in one of the best hotels visited - the Ferry-carrig, Co Wexford.

Prices of drink in Ireland are reasonable considering the exchange rate. Since tipple is among Ireland's main exports, drinking is encouraged! Ireland's musical heritage ensures the Guinness and whiskey - in larger measures than the UK - flows steadily.

Entertainment was provided at many hotels, and there is certainly no shortage of traditional music in the pubs. If you look hard enough, big band music is available but folk music is the usual.

The prices of rooms are monitored very closely in hotels approved by Bord Failte, and the tariff for the year at rack rates is posted behind every bedroom door... something of a benefit for the operator who has negotiated a good discount, since your clients see how much they would have paid as individuals.

Coach advice is available

BORD Failte (the Irish Tourist Board) offers good advice in its booklet 'Information for Coach Operators' available from their British offices.

The 60-page guide details hotel groups, sailings to Ireland, guiding facilities, customs regulations, a calendar of festival dates and sporting events, and details of attractions.

Operators can get a copy by writing to the Irish Tourist Board, 150 - 151 New Bond Street, London W1Y 0AQ, Tel 071 493 3201, Fax: 071 493 9065. The booklet is free.

FACTFILE

COACHMART used hotels available at wholesale rates through Independent Coach Travel. The following list is NOT comprehensive. Rates depend on season, size of group, number of bookings and payment arrangments and it is not possible to list them here.

DUBLIN AND AREA

Regency Hotel, Swords Road, Dublin 9, Tel:0001 373544/373557. Over 100 bedrooms within easy reach of airport.

Stillorgan Park Hotel, Stillorgan, Dublin, Tel:0001 881621, Fax:0001 831610. Three miles from Dublin city centre. Over 50 bedrooms, group luncheon rates and conference facilities.

Royal Hotel, Main Street, Bray, Co Wicklow, Tel:0001 862935. With 52 bedrooms, function room, conference facilities and lunch rates. Convenient distance from Dun Laoghaire ferryport.

WATERFORD

Dooley's Hotel, The Quay, Waterford, Tel:010 353 51 73531/2, Fax:010353 51 70262. Situated on the quayside at Waterford; convenient for glass factory visits. With 40 bedrooms.

KERRY

Hotel Gleneagle, Killarney, Co Kerry, Tel: 010 353 64 31870, Fax: 010 353 64 32646. A 140-bed hotel being extended this year to include a swimming pool and leisure facility. Own disco bar. Ideal for Ring of Kerry.

International Hotel, Killarney, Co Kerry, Tel: 010 353 64 31816, Fax: 010 353 64 33219. Town centre hotel with 90 rooms. Established hotel extended and renovated.

Derrynane Hotel, Caherdaniel, Co Kerry, Tel: 010 353 667 5136/5138. Modern hotel overlooking sea on the Ring of Kerry. Seafood speciality, with lunches available for touring coaches. 50 bedrooms.

Earl of Desmond Hotel, Tralee, Co Kerry, Tel:010 353 66 21299, Fax:010 353 66 21976. Modern 50-bedroom hotel with pitch and putt, fishing and tennis.

LIMERICK

Castle Oaks Hotel, Castleconnell, Co Limerick, Tel:010 353 61 377666. Baby sister hotel to the Glentworth with just 11 rooms but set in 23 acres on the Shannon. Has a 250-seat conference/banqueting room.

The Glentworth Hotel, Glentworth Street, Limerick, Tel;010 353 61 43822, Fax:010 353 61 43073. Modern hotel with night club entertainment. Specialises in seafood.

WESTMEATH

The Prince of Wales Hotel, Athlone, Co Westmeath, Tel:010 353 902 72626.

Modern hotel in the centre of Athlone, convenient for the Shannon. Extensive conference facilities.

COACHES WELCOME

TICKETS AVAILABLE

★ **PAUL SIMON** ★
IN
★ CONCERT ★
★ BIRMINGHAM NEC ★
★ MAY 15th 1991 ★
BLOCK TICKETS AVAILABLE
★ FANTASTIC POSITION ★
Face value of ticket £19.00
HEALINGS INTERNATIONAL
TEL: 061 624 8975
TEL: 061 626 3671
FAX: 061 652 0320
Contact Mr Healey (18605/HO)

OXFORDSHIRE

The Bear Inn

Is ideally placed on the B4100 for Banbury, Bicester and Brackley.

With a warm friendly atmosphere this olde worlde coaching inn offers home cooked food and real ales. Situated 1 mile off Junction 10 on the M40 it is central for the **Cotswolds, Blenheim Palace, Silverstone, Towcester, Cheltenham, Newbury and Ascot Races.**

★ Breakfast ★ Lunches ★ Dinner buffets ★ Driver free ★ Ample parking ★ Disabled facilities

Ring us now for further details

Jane Clifford. Tel. (0869) 346785 (18133/HO)

BLACKPOOL

ASTORIA HOTEL RESIDENTIAL LICENCE
43 Hull Road, Blackpool

This family run hotel is 250 yards from tower and Winter Gardens.

Weekly and mid week specials throughout the season and illuminations.

NOW AVAILABLE. MURDER MYSTERY WEEKENDS AND OTHER THEMES AT LOW PRICES
ALSO FROM NOV 91-MAY 92
Tel. 0253 21198 (17871/HO)

DELMAR HOTEL

242 Queens Promenade
Bispham, Blackpool FY2 9HA

The Delmar is a family run hotel with good home cooking and friendly atmosphere. Situated in a select position overlooking the cliffs and Irish sea. Easy access to trams, buses and Blackpool's many attractions.

Colour TV, tea making facilities all rooms, en suite available, lift, sun lounge, cosy licensed bar with free and easy evenings.

- Coach parties welcome
- 23 rooms catering for 53 persons
- Out of season cabaret weekends

For further details contact

Jean or Bill Crabtree
0253 51327 (18130/HO)

TORQUAY

Newly refurbished
SHEDDEN HALL HOTEL
Torquay

Two star family run hotel, 27 bedrooms, mostly en suite, 200 yds sea-front, close to theatre, English Riviera Centre. Television, tea & coffee making facilities in all bedrooms. Entertainment. Coach parking. Driver free.

Due to cancellation weekend, four nights ★ and weekly dates available. ★

Call Adrian Knight
0803 292964
(17562/HO)

ISLE OF WIGHT

THE HOTEL THAT TAKES CARE OF YOUR CLIENTS

Providing great fun, fine foods and excellent service. Special catering for all the needs of your coach party.

★ Colour TV and tea/coffee facilities in all rooms ★ Completely refurbished for 1991 ★ Special offers available

Superior in hotel entertainment at the

Hotel European

Tel. 0983 403366
(18675/HO)

NOW AVAILABLE AT THE *MEDEHEMSTEDE HOTEL*

13th July and 31st August (1 week)

This family run hotel is situated 5 mins from beach and town centre. With 56 bedrooms, 16 en suite and tea/coffee facilities in all rooms, choice of menus, entertainment 4 nights, ample coach parking.

Other dates also available

For further details

Tel. 0983 862101
(18146/HO)

DERBYSHIRE

AS FEATURED ON YORKSHIRE TELEVISION

YE OLDE CHESHIRE CHEESE INN
CASTLETON (BLUEJOHN)

17th Century Coaching Inn, seating 149. Excellent home cooking. Coach parties catered for by appointment.

For further details contact Paul Cunliffe (0433) 20330 (Les Routiers)
(17005/HO)

SUFFOLK

The Marlborough Hotel Felixstowe

Welcomes all coach parties by prior arrangement offering – afternoon tea, bar snacks, buffets, carvery, restaurant, accommodation overnight stop! or weekends....

Drop off point and coach park nearby.

For further details contact Kris or Norma on 0394 285621, Sea Road, Felixstowe
(18609/HO)

NEWQUAY

NEWQUAY

Family run hotel renowned for its high standard of service and warm friendly atmosphere.

43 bedrooms (37 en suite). 11 apartments. All rooms with colour TV. Telephones. Tea making facilities. Central heating throughout. Lift. Indoor pool. Sauna. Solarium. Jacuzzi. Games room. Coach driver free. Full entertainment programme. Ample coach parking.

★ NOW OPEN ALL YEAR ★
so take advantage of the out of season low rates. 5 or 7 day tours from as little as £60 inc VAT.

Telephone for brochure and details (0637) 874292
(17878/HO)

TREGARN HOTEL

NEWQUAY
PARADISE BEACH HOTEL
Watergate Bay, TR8 4AB

A family run hotel 200 yards from beach. Newquay approx 3½ miles. 21 en suite rooms with col. T.V., tmkrs, hairdryer, telephone, CH, sauna, solarium, games room, lic. bar, dance floor, laundry room, choice of menu, entertainment.

WEEKLY OR SHORT BREAKS AVAILABLE
From 16th Apr-4th May,
11th May-1st June,
12th-19th Oct, 26th Oct-1st Nov.

Contact: Ann Thomas on
(0637) 860273
(17180/HO)

CAMBRIDGESHIRE

WOOD GREEN ANIMAL SHELTERS
FOUNDED 1924

Europe's Leading Animal Charity

*Many types of animals to see
*Restaurants & Coffee Shop *Coaches Welcome
Wood Green Animal Shelters, London Road, (A1198)
Godmanchester, Cambs PE18 8LJ (0480) 830014

(17873/CWL)

SURREY

THE CHAMPAGNE'S ON US!

For the operator bringing the most parties to the farmhouse table

between April and July this year.

We are open all day from 7.30am to 11.00pm serving breakfast, lunch, snacks, teas, coffee and dinner.

Also 15th century village bar serving a wide selection of beers, spirits, wines etc. and with our gardens catering for the children we offer an excellent place to eat and drink.

For further details contact Ernest Carrington
Tel. 0342 832017
Eastbourne Road, Blindley Heath, Nr Lingfield, Surrey
(18351/SUR)

THE PINE LODGE HOTEL

We have **special** weekly breaks available during **JUNE & JULY**

★ Prices from £95.00 per week + VAT from Sunday-Saturday
★ Bed, breakfast & evening meal
★ All rooms en suite
★ 3 nights entertainment

Tel. 0208 850236 office hours or 0637 850891 even/weekends
(18576/HO)

COACHES WELCOME

BUCKINGHAMSHIRE

MILTON KEYNES

★ Excellent location – very near A5 and M1 (J14) just a few minutes drive
★ Very close to main shopping mall
★ A 'free house' offering a wide range of traditional ales with 'fabulous home cooking'
★ We have facilities
★ Coach parties catered for by appointment

For further information

Tel. John Tyler on (0908) 676346

(18533/HO)

THE COUNTRYMAN

SCOTLAND

DUE TO CANCELLATIONS

TEBAY MOUNTAIN LODGE HOTEL

Have dates available late May and late June.
★ 30 en suite rooms
★ Bar ★ Entertainment two nights on four-day packages
★ Driver free
★ Ideal for Lakes and Dales

Kevin on 05874 351

(18148/HO)

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THE *Magic* OF THE SOUTH WEST

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- Westbourne Hotel. Ifracombe *(0271) 862120*
- Toad Hall. Cullompton, Nr. Exeter *(0884) 32272*
- Anchorage Hotel. Torquay *(0803) 326175*

(18673/HO)

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RATES

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TRADE SALES (vehicles) – Contact Sally Wright. PRODUCTS & SERVICES – Contact Steve Gibbons. **Display:** £9 per single column centimetre. Series discounts (for space taken within 12 months of first ad appearing) 7 insertions: 5%, 13 insertions: 10%, 26 insertions: 15%, 39 insertions: 17½%, 52 insertions: 20%.

APPOINTMENTS – Contact Christine Bunting. **Display:** £12 per single column centimetre. 20% repeat discount.

COACHES WELCOME, MEALSTOPS, FEATURES – Contact Ruth Kitchen. **Display:** £11 per single column centimetre. Series discounts available. Please phone for details.

Copy deadline: 1pm Tuesday for Thursday's issue. **Cancellation deadline:** 11am Tuesday.

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BARGAIN BUS

1987 E BEDFORD CF2

12 seater minibus, 1 owner, lovely condition, 66,000 miles, MoT Sept '91.

£5,000

Tel. 023683 333/777

(18537/BB)

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Previously used as a promotional vehicle. Needs very minor repairs. Some glass broken.

No reasonable offer refused

0527 550053 (W/Midlands)

(18499/BB)

BARGAIN BUS

1964 AEC REGENT V

Open top decker, 73 seats, full tonneau cover, all new lower body panels, excellent condition throughout, taxed and tested, will easily C.O.F.

Offers £5,000 + VAT.

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(18560/BB)

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25 seater, 1978 (S), PSV certified, to carry 6 wheelchairs.

£2,750

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(18726/BB)

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W REG FORD PLAXTON 360 TURBO

53 seats, like new, MoT August 1991, good all round condition.

£8,900 + VAT

STARLINE COACHES

Telephone: 051 428 6102

(18132/BB)

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COACHMART SUBSCRIPTION STILL ONLY £45

BARGAIN BUS

COACHMART No 1 IN THE INDUSTRY

BARGAIN BUS

1980 (V) BRISTOL VRT

Series 3, Gardner 180, 74 moquette seats, MoT March 1992.

O.I.R.O. £7,500

Tel. 0933 318942 (Northants)

(18529/BB)

BARGAIN BUS

BEDFORD PJK 29 Seater, 1982

Taxed & tested July, owned by us since new, good condition, clean inside and out, sale due to update of fleet.

£9,750 + VAT ono

Tel: 061-627 1923

(18535/BB)

BEDFORD

1983 Y REG BEDFORD YMPS PLAXTON PARAMOUNT, 35 seater with tinted windows, double glazing, radio cassette and public address, power door, long MoT, superb condition. **£18,000 ono. Tel. 0325 312705 office or 0325 320177 eves.** (18536/BE)

1980 BEDFORD YMT. Plaxton Supreme IV, 53 seater, radio, PA, power door, MoT April 1992. Very nice condition. **£8,250 ono. Chivers Coaches, 0252 703446 (Surrey).** (18493/BED)

CHOICE OF TWO 1983 BEDFORD YNT DUPLE

53 seats, tested February 1992 and December 1991. Good all-round condition.

£15,000 ovno + VAT each

P/X considered.

Tel. 071 935 0072

(18617/BE)

1983 BEDFORD YNT DUPLE, 53 seater, very clean for year, MoT April 1992, taxed until March 1992, Express doors, speed limiter, wheeltrims, radio cassette, curtains, centre carpet. **£14,500 + VAT.** P/x considered. **Tel. 0772 749358 or 747329.** (18612/BE)

1973 YRT. 53 seats, tested 9-4-92 (Leyland 400 engine). **£2,000. 1975 YRT,** 53 seats, tested 9-1-92. **£2,000. 1975 PJK,** 29 seats, tested 4-3-92. **£2,000.** All in daily use. **Stoniers 0782 214184, 0782 412372 evenings.** (18507/BED)

BEDFORD

1982 BEDFORD YNT, 12 metre, Duple Dominant IV, 57 seats, power door, tinted windows, new engine June 1989. **Tel. 0704 821245.** (18613/BE)

BRISTOL

BRISTOL RE SERVICE BUSES

ECW bodies selection available. Various tests and price from

£2,500 + VAT.

Tel. 091 536 3318

(18696/BR)

BRISTOL LHS

Plaxton Supreme, 35 seater, MoT April 1992, very clean, red moquette interior, very straight, black and white exterior, cherished registration.

£5,250 + VAT

Part exchange considered

WACTON COACH SALES BROMYARD 0885 482782

(18526/BR)

DAF

DUPLE GOLDLINER 1982, centre-sunken toilet, 47 recliners, drinks machine, Webasto, TV & video, tinted windows, MoT 13.1.92, **£26,000 or near offer. Tel. 0332 812815.** (18140/DA)

1984 DAF BOVA EUROPA 3

49 seat + courier, full exec, TV/video, toilet, drinks machine, Webasto heater, 1 full year's test.

£29,950 + VAT ovno.

1982 DAF BOVA EUROPA 1

TV/video, drinks machine, Webasto heater, 1 full year's MoT certificate. Private plates.

£19,950 + VAT

TEL: 071 935 0072

(18615/DA)

DENNIS

FIVE DENNIS JAVELINS

One 1988, four 1989.

All with 57 seats and air suspension. All new MoTs. Low mileage.

£45,000-£55,000

Tel. Clarkes Coaches (0788) 832288

(18742/DE)

DOUBLE DECKERS

BRISTOL VRT SL3, 74 seats, lowbridge ECW, MoT to 31.5.91. **£2,900 + VAT. Tel. P. Bowram, PMT 0782 744744.** (18601/DD)

DUPLE

1985 DUPLE 425/CUMMINS AUTOMATIC, MoT Dec 1991, 55 seater, toilet, bunk, 3 TV/videos, Eberspacher heating, double glazing, full service history, exc. cond. **£45,000 + VAT.** Any P/X considered. **Tel. 0767 681382.** (18518/DUP)

MAN VW

1985 MAN SR 280 HI-LINER, 53 recliners + courier, Webasto heater, Sutrak air conditioning, Voith retarder, double glazed, tinted windows and blinds. Video drinks boiler, new engine March 1991, very nice condition. **£48,000 ono + VAT. P/Ex considered. Finance arranged if required. Tel. 0623 797460.** (18540/MAN)

JUNE 1981 MAN SR280

48 recliners, retrimmed 1990, courier seat, video, toilet (new 1990), drinks machine, speed limiter. Recently fitted: new airbags, steering joints, batteries, tyres, tacho head. New ticket, private plates. Excellent value at offers around

£18,500

Tel. (0702) 588344

(18522/MAN)

NEOPLAN

AUGUST 1983 NEOPLAN CITYLINER

49 reclining seats/courier seat, WC, TV/video, hot drinks, excellent condition, any inspection welcome.

£39,500 + VAT

Tel. (0928) 564515

(18703/NE)

DENNIS

MERCEDES

MERCEDES 0303 RHD 1983

53 recliners, plus courier, full Su-trak air cond, new clutch, service history from new.

£38,000 plus VAT

Tel. (0562) 710717 anytime West Midlands

(18607/MER)

1987 JULY MERCEDES 0303 RHD

(Full air conditioning). 49 reclining seats plus courier seat. Centre sunken toilet, driver's bunk, fridge/water boiler, TV, video, MoT April '92, excellent condition.

Choice of two

£65,000 + VAT each

Tel. (0928) 564515

(18707/MER)

FORD

B REG, FORD, 53 seater, Dominant II, runs OK, no MoT. **S REG, FORD,** 53 seater, Dominant I, engine requires attention, no MoT. **£1,950 + VAT no offers. Tel. 0602 784088.** (18570/FO)

1982 X Reg Ford R1114 Plaxton Supreme, 53 seater, Telma, speed limiter, tinted glass, one owner, very low mileage, excellent condition throughout. **£13,500 ovno + VAT. Tel. 0836 606994 days or 081 647 4590 eves.** (18619/FO)

1980

FORD 39 SEATER PLAXTON SUPREME

Curtains, Telma, heating, clean. New MoT, spotless condition, good engine, new front tyres, been through the workshop.

£9,500

HARRIS SUPER of BROMSGROVE 0527 72857

(18583/FO)

1979 DOMINANT II, 53 seater, MoT 6/1/92, taxed October. **£7,500. Tel. 0934 833177.** (18471/FO)

NEOPLAN

NEOPLAN SKYLINER 1986

73 seater, very clean, 1 year's MoT, **6** TVs, **all extras,** beautiful paintwork, new tyres and clutch, has been through our workshop. A dream motor. **£60,000.**

HARRIS SUPER OF BROMSGROVE 0527 72857

(18582/NEO)

LEYLAND

LEYLAND TIGERS

A new life sought by nine big cats . .

4 with Laser 50 seats, 3 with Paramount 3200 51 seats, 1 with Caribbean 46 seats and a 47 seat Alexander.

All in National Express livery ages range from 1983-1986, MoT's from Sept '91-March '92 . . . for further details contact

Bob Crawley, Portsmouth Transit Ltd on Exeter (0392) 50755 TOO GOOD FOR A ZOO!

(18513/LEY)

1987 (E) Duple 350 SL + Leyland Tiger 290 ZF manual. Full spec, 53 rec, r/s toilet, servery + boiler, r/cont door, courier seat, d/glazed, f/d curtains, cassette/PA, wired for TV & video. MoT till Nov '91. **£52,000 + VAT ono. Tel. 0207 282288.** (18409/LEY)

1985 B REG

LEYLAND TIGER 245

with high deck Duple Caribbean body, 51/53 reclining seats, demountable toilet, Continental entrance, ZF gearbox, immaculate condition, with new MoT valid until December 1991.

£44,000 + VAT

Contact: Mr. A.R. Jones or Mr G. Hudston

W. Robinson & Sons (Tours) Ltd Park Garages, Gt Harwood Blackburn BB6 7SP. Tel. 0254 889900

(18732/LE)

1975 LEYLAND LEOPARD PLAXTON, 57 seater, MoT until December 1991, very good condition. **£3,500. Tel. Ivan Thomas 081 397 4276 or 3774.** (18717/LE)

1976 LEOPARD Supreme Express, 49 seats, MoT June 1991. **£5,950. 1979 LEOPARD** Supreme MK IV, 53 seats, MoT December 1991. **£11,950. Barry Cooper Coaches. Tel. Warrington 0925 67321.** (18470/LEY)

LEOPARD, 1978, PLAXTON SUPREME, Bristol Dome, air door, Paramount front, full 12 months MoT. **£5,000 ono. CHOICE OF TWO. Tel. 0347 21707 Yorks.** (18674/LE)

LEYLAND TIGER, 1984 PLAXTON PARAMOUNT 3200, excellent condition. **£29,500 + VAT. Tel. 0443 672207.** (18748/LE)

1989 (F) LEYLAND TIGER 260 12M COACH

Duple 320 with 'L' pack. Fitted with express type doors and destination gear.

£59,000 + VAT

Tel: P.F. Collier, Bebb Travel. 0443 204211

(18515/LEY)

LEYLAND

1984/85 LEYLAND TIGERS 245

51/53 seats, recently repanelled and repainted, MoTs Feb '92, superb condition, ready for start of season. Choice of two. Private plates if required.

£35,000 each ono + VAT

Tel. 0924 466766

(18538/LE)

LEOPARD DUPLE DOMINANT, 49 seats, 1978, MoT to 30/5/91, suitable for contract or local bus work. **£3,500 + VAT. Tel. P. Bowram, PMT 0782 744744.** (18600/LEY)

1983 TIGER DOMINANT IV

53 seats, express doors, destination display, TL 11 245 engine, semi-auto gearbox, new test certificate.

£22,000 + VAT ono

Tel: 0202 537 568

(18407/LEY)

LEYLAND TIGER, 1985, B reg, 245, S/A Highline Duple, Caribbean body, 50 reclining seats, continental door, tinted glass, curtains, radio/PA, autolube, speed limiter, smart looking coach. **£34,000.** P/X possible. **Oare's Coaches, Holywell, Clwyd. Tel. 0352 713339 ask for Wayne.** (18602/LEY)

1982 LEYLAND CUB, Duple Dominant service bus, 31 seats, 7ft 6in wide, low mileage, new test, lovely condition. **£7,500. Tel. 069887 242/289/264 eves/ w/ends.** (18569/LEY)

1976 LEOPARD, 47 seater Dominant, 11 metre coach, s/auto, p/door, p/ steering, recent engine/gearbox, s/ history. Good solid tidy example, new MoT, ready for immediate work. **Only £3,995 ono + VAT. Tel. 0622 757101.** (18695/LEY)

PLAXTON

PLAXTON SUPREME

MkV front, reclining seats, tables, rear lounge, curtains, coffee machine, fully carpeted, MoT Jan 1992. Private plate.

£4,750 + VAT

Tel. 0268 541062 or 0375 679285

(18614/PLA)

SCANIA

CHOICE OF TWO 'F' REGISTERED SCANIA K92/ DUPLE 320

55 reclining seats, radio/ cassette & PA. Centre carpet, curtains, air suspension etc.

£55,000 ono

P/X considered, finance can be arranged subject to status.

Telephone John Evans on 0302 330330

(18622/SC)

TOYOTA

1987 TOYOTA CAETANO

19 seats, TV and video, drinks machine, forced air conditioning, PA system, telephone, curtains, MoT October 1991, good clean condition.

£19,450 + VAT

Tel. 071 935 0072

(18616/TOY)

VOLVO

VOLVO

1980 Volvo B10M Mk 3, Plaxton 3200, 57 seats, radio pa, side lockers, power door. **£69,950**

1981 Volvo B58 Plaxton 12m, 57 seats, test Dec 91, 6 sp ZF, radio pa, power door **£21,950**

1980 Volvo B58 Dominant bus, 53 retrimmed seats, (bus seats avail), auto, long test **£13,950**

1980 Volvo B58 Unicar, 53 retrimmed seats, power door, test Jan 92, bargain at **£8,950**

1978 Volvo B58 Plaxton 12m, 53 retrimmed seats, new floor, repanelled & painted, recon engine, 6 sp ZF, test Sept 91, very tidy, only 2 previous owners **£12,950**

1978 Volvo B58 Caetano, 53 seats, power door, 6 sp ZF, test July 91 **£7,700**

1976 Volvo B58 Plaxton, 53 retrimmed seats, express doors, semi auto, test Nov 91 **£6,950**

All prices plus VAT

Please telephone, vehicles in daily use.

Nottingham (0602 784645)

Skills

(18530/VO)

VOLVO

THREE VOLVO B10Ms

1984/1985 Berkhof Emperor, 60 seats, toilet washroom.

Telephone: 0563 22551

(18509/VO)

1984 VOLVO B10M VAN HOOL LOW DRIVER

49 recliners, toilet, video, d/glazing.

Owned by us from new.

£55,000

Tel: SWORDER COACHES 0438 861238 (HERTS)

(18620/VO)

VOLVO EXECUTIVE coaches, full specification, choice of Plaxton, Van Hool, Caetano bodies, choice of **5 prices. Start from £47,500.** All in very good condition. **Tel. Brigg 0652 52481.** (18599/VO)

1983 VOLVO B10M PLAXTON 3500, 53 recliners, double glazed, Webasto, radio/PA, hot drinks machine, centre carpet. **£41,000 + VAT. Tel. 023 383 325 Scotland & Bates. Appledore, Kent.** (18539/VO)

1981 VOLVO HB10M JONCKHEERE HIGHLINE, 49 seat Executive, MoT 17/ 1/92, Telma, private plate. **£28,000 ono + VAT. Tel. Cedric Coaches on 0206 824363.** (18628/VO)

1986 VOLVO B10M COACH, 12 metre with fire damage, chassis, engine and tyres all good, ideal for rebodying. **Tel. Ivan Thomas on 081 397 4276 or 3774.** (18716/VO)

1985 VOLVO B10M CAETANO ALGARVE

49 seats + courier, fully air conditioned. TV, video, WC, hot drinks, low mileage, excellent condition.

£65,000 ono + VAT

Tel. 051 489 8484

(18237/VO)

2 VOLVO B10M GLs (1990) JONCKHEERE. All white, 51 seaters, demountable toilet, TV, telephone, carpet, radio, coffee bar, as new, low mileage. **Not smoked in** – smells like new.

Where are you Volvo fans??

These are better than new! All mods. ready to Go-Go! £87,500.

New cost would be **£120,000 plus!**

What about a Javelin at **£102,000?**

Any comparison?

Harris Super Coaches 0527 72857

(18581/VO)

1990

B9M VAN HOOL ALIZEE H

36 recliners + courier seat, TV/video, rear floor mounted toilet and servery, Blaupunkt PA/radio/cassette, low mileage.

£80,000 + VAT

Tel. 0294 605454

(18734/VO)

VOLVO B10M P90 TWIN DECK

Full executive TV/video, new coffee machine, 57 recliners, lovely condition.

£39,000 ono.

Pat's Coaches 0978 752062

(18604/VO)

VAN HOOL VOLVO B10M (90). 49/53 recliners, toilet, coffee machine, Tempo 110, test February 1992.

PARAMOUNT 35 VOLVO B10M (89). 51 recliners, toilet, coffee machine, wired for TV, video, Tempo 100, test March 1992.

VAN HOOL B10M (88). 51 recliners, toilet, coffee machine, wired for TV, video. Test February 1992.

LASER VOLVO B10M (84). 52/51 seater, toilet, coffee machine, test February 1992;.

PLAXTON VOLVO B58 (801). 57 seater, test May 1992.

PART EXCHANGE CONSIDERED

Tel. 091 5264 222

(18558/VO)

SETRA

KÄSSBOHRER

STAY AHEAD WITH A SETRA

O.K. So we know times are tough. All the more reason to ensure you're a mile ahead of the competition. With a Setra, you're always out in front...

Year	Model	Seats	Price
1988	Leyland Tiger 290 Jonc, TV/Video, WC, Air Con.	48	£82,500
1988	DAF 2300/Duple 340, WC, TV/Video, Radio/PA	53	£62,500
1988	Duple 425, Db/Glaz, Telma, Econocruise, WC, Kitchen	53	£72,500
1988	Bedford/Duple, Radio/PA	57	£52,500
1987	DAF/Caetano 11.6, Radio/PA	53	£67,500
1985	Neoplan/Skyliner, TV/Video, WC, Kitchen	77	£70,000
Setras			
1989	S 215 HRI (Rational), WC/Kitchen, Retarder, ABS Many extras (warranty)	49/53	£109,000
1988	S 215 HRI (Rational), WC/Kitchen, Retarder, ABS	49/53	£ 92,000
1983	S 215 HD (Optimal), WC/Kitchen, Drivers bunk TV/Video, Retarder, Many extras (warranty)	49	£ 62,000
1983	S 215 H (Optimal), WC/Kitchen, TV/Video, Retarder Many extras (warranty)	49	£ 47,500

Week's special offer...

1989	S210 H Super Luxury Coach - everything fitted	28	£ 79,000

New vehicles available from stock - other secondhand vehicles available. Fianace available, subject to status.
***Please note:* Year of registration does not necessarily denote year of manufacture.**

Harry Kell 0932 843685 (Southern Area Manager)
Andy Timms 0625 877658 (Northern Area Manager)

☎ 0522 500115

Kässbohrer
Setra. Perfection in coaches.

Kässbohrer (UK) Limited, Sadler Road, Doddington Road Industrial Estate, Lincoln, LN6 3RS. Telefax: 0522 500118

(16288/SE)

SETRA

APRIL 1990

SETRA 5210H

32 seater, toilet, kitchen, all usual Setra refinements, low mileage, new MoT.

£80,000 + VAT

Tel. 031 339 6339

(18586/SA)

1983 PRIVATE PLATE

HIGHLINE KASSBOHRER SETRA 215 HD

Superb condition, 49 seats + courier. Toilet, coffee machine, TV/video, Voith retarder, Webasto air suspension, driver's bunk.

£55,000 + VAT

Tel. 0375 673482 days or 0375 670163 eves

(18627/SA)

MERCEDES BENZ 609

16 full recliners, 2 tables, table lamps, fully carpeted, coffee machine, telephone, super little executive. Eberspacher heating.

£28,000 ono
Tel. 031 339 6339

(18588/SA)

MINIBUSES

1988 SHERPA 350

16 seat minibus, test certificate for 12 months, very good condition.

£5,700 + VAT

0482 561147

(18625/MB)

1987 RENAULT 13-seat Coachcraft conversion executive minicoach. TV, video, drinks, curtains, low mileage, tested 9/4/92. Excellent condition. **£13,750 ovno + VAT. Tel. 0723 583980.** (18623/MB)

1986 D REG FREIGHT ROVER SHERPA DIESEL, 18 seats plus 5 standees, power doors, exterior white/blue, good condition, choice of two, MoT to September/October 1991. **£5,750 + VAT ono. Tel. Clintona Minicoaches: Brentwood 0277 215526.** (18706/MB)

THE Howletts mazda BUS

Up to 14 passengers can be seated comfortably in the amazing

Howletts mazda BUS

Clarence Street Loughborough

(0509) 266901

(11766/MB)

TRANSIT, 12 seater, LWB, PSV, 1982, good reliable condition, rest until April 1992, used daily. **£1,595 + VAT. Tel. 0249 782401.** (18549/MB)

BEDFORD CF MINIBUS, X reg, petrol, 12 seats, new MoT, retrimmed in blue moquette. **£1,950 + VAT. Tel. 0222 884648 or 884649.** (18528/MB)

COACH CLEARANCE SALE

TOYOTA OPTIMO GL, 18 + 21 seats, choice of 3 (1988), cost per week **£184.14 + VAT**

TOYOTA OPTIMO GL, 21 seaters, (1987), cost per week, **£177.32 + VAT**

LEYLAND CUB (Optare Bodied), 33 + 8, full auto, power steering, moquette seats, air door (1986), cost per week **£117.99 + VAT**

IVECO FORD 45:10, 18 seater, full coach interior, cost per week **£112.53 + VAT**

Prices quoted are based on a 3 year hire purchase with 20% + VAT deposit. Ring for details on easy payment plans to suit your business needs. Cash sales also available.

CASH SALE BARGAINS

1976 BEDFORD PJK, 33 seater.....**£3,500 + VAT**
1976 BEDFORD YMT, 53 seater .....**£3,500 + VAT**
1979 FORD R113, 53 seater.....**£6,500 + VAT**
1983 MERCEDES 608D, 19 seat Reebur .....**£12,500 + VAT**

For more information tel. Brian Bird on

WEST DURHAM COACH SALES LTD

0388 811848

(16884/MB)

MINIBUSES

Carlyle

BUS CENTRE

★ SELECTED USED MINIBUSES ★

★ WIDE CHOICE ★ HIGH QUALITY ★ KEENEST PRICES ★ FLEXIBLE FINANCE ★

FULL STAGE SPECIFICATION CARLYLE BODIED MINIBUSES WITH CURRENT PSV

1985/6 'C' TRANSIT 16 seat, from **£4,750**
1986/7 'D' SHERPA 16 seat, from **£4,500**
1987 'D' SHERPA 20 seat, from **£5,950**
1989 'G' SHERPA Mk II 20 seat, from **£16,500**

★ HIRE PURCHASE ★ LEASING ★ CONTRACT HIRE ★ PERSONAL LOAN FINANCE ★
Contact Andy Greenway for full details and this weeks stock list.

All prices are subject to VAT. The year quoted is the year of initial registration. Offers are subject to availability. Carlyle Bus Centre is a Licenced Credit Broker. Finance is subject to status.

021-454-4808

Carlyle Bus Centre Limited, Waterworks Road, Edgbaston, Birmingham B16 9DB.
Fax: 021-454 5356. (15965/MB)

FORD TRANSIT DIESEL 1989

PSV spec, 15 seats, genuine 3,000 miles, enormous saving on new price. **£10,000 + VAT.** **Possible p/x taken.**

Tel. 0462 814695 or 0860 860709

(18606/MB)

BARGAIN OF THE WEEK. 1987 Freight Rover 350 diesel, 16 seats + 5 standees, power door, destination board, PSV till August 1991, engine needs attention. **£2,995 + VAT. Tel. 0249 782401.** (18550/MB)

LATE 1989

SHERPA DAF 400 TURBO

with air suspension, MoT October 1991, 16 high back seats, radio cassette, excellent condition.

Bargain £11,900 + VAT

0905 772301 or 0831 11305

(18597/MB)

PMT ENGINEERING

Ex-Demonstrator 33 seat AMI Coach

New 33 seat AMI Coach

New 20 seat DAF 400 Minicoach

Contact: Helen Bailey (0782) 744744

(18693/MB)

IVECO 35.8, B REG, 14 seats, PSV tested to 26/3/92, Robin Hood conversion. High roof. **£3,850 + VAT.** W & H Motors. **Tel. 0293 540024. Crawley, W/ Sussex.** (18589/MB)

1982 BEDFORD CF, Mark II, 12 seater, PSV. **£1,500 no VAT. Tel. 0222 594367.** (18594/MB)

FORD TRANSIT DIESEL, 1983, 16 high back moquette seats, full year's MoT and tax, very good condition. **£3,900 ono + VAT.**

1988 RENAULT MASTER, 15 seater, full year's MoT and tax, very good condition. **£6,950 ono + VAT.**

Both maintained to very high standard ***Regardless of costs.***

Tel. 0932 254795 days or 0932 241115 eves/w/ends

18704/MB)

1984 (B) MERCEDES 608D. 16/21 Vogel seats, armrests, luggage rack, boot, radio cassette, good tyres, good condition. Sale due to ill health. **Tel. (0228) 34251.** (18447/MER)

HAVE YOU LOST A BUS DUE TO ACCIDENT DAMAGE, MECHANICAL PROBLEMS OR JUST TOO MUCH WORK?

DON'T LOSE BUSINESS – LET US HELP WITH SHORT TERM VEHICLE HIRE!!

SERVICE BUS OR COACH SPECIFICATION

Freight Rovers or Mercedes Benz – 507 – 609 – 709 up to 26 seats plus courier.

From as little as £48 per day (minimum 1 week hire)

Delivery & Collection can be arranged.

Call 0785 760666 anytime

M.M.S. SPOT HIRE SPECIALISTS

(18651/MB)

WESTERN COMMERCIAL

NEW STOCK

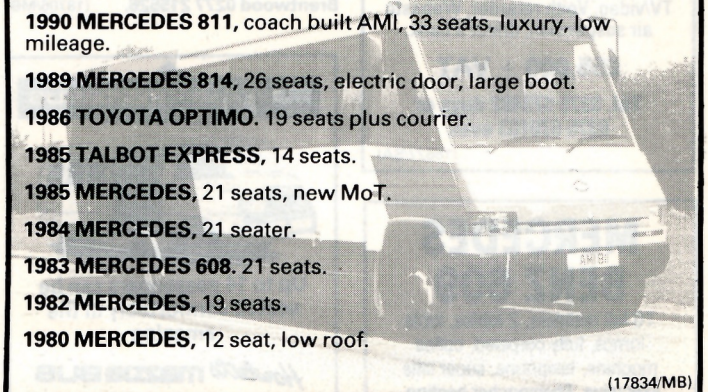
811 TURBO MERCEDES. PMT AMI front or Mercedes front, 33 seat, wide body, coachbuilt with power glider door, large boot, full width coach seats, high spec + standees. Stock.

709 MERCEDES. PMT. 25 full width coach seats, power door glider, large boot + standees. Stock.

609D MERC VAN CONVERSION, 24 seats, electric door, deep boot, stock.

308 MERCEDES, 12 seat, luxury.

USED



1990 MERCEDES 811, coach built AMI, 33 seats, luxury, low mileage.

1989 MERCEDES 814, 26 seats, electric door, large boot.

1986 TOYOTA OPTIMO. 19 seats plus courier.

1985 TALBOT EXPRESS, 14 seats.

1985 MERCEDES, 21 seats, new MoT.

1984 MERCEDES, 21 seater.

1983 MERCEDES 608. 21 seats.

1982 MERCEDES, 19 seats.

1980 MERCEDES, 12 seat, low roof.

(17834/MB)

BRIDGE STREET, NEWBRIDGE, NR EDINBURGH
CONTACT JOHN LEITCH ON 031-333 2001
OR EVENINGS 0357 21888
ALSO GORDON SHEARER ON 0466 792077 EVENINGS

MINIBUSES

NORTH WEST COACH SALES LTD

Deal direct with the Manufacturers
The quality PSV and Welfare converters

MERCEDES 410D; 16 high back moquette seats, full soft carpet interior trim, 2 full length luggage racks trimmed in carpet, lift up roof vent, 2 speed saloon heater, radio/cassette with 4 speakers, bronze tinted windows, fluorescent saloon lights with night light, moquette centre roof stripe, floor overlaid with heavy duty lino with rubber gangway, courtesy panels trimmed in carpet and fitted with ashtray.

Price on the road **£119.50 per week**

Stock

MERCEDES 609D; 24 high back moquette seats, full soft carpet interior trim, 2 large full length luggage racks trimmed in carpet, full size O[SOLD]n lift up roof vent, framed bronze tinted windows, deep Dropwell fibreglass [SOLD] fibreglass skirts, radio/cassette with 4 speakers, fluorescent saloon lig[SOLD] fittings, moquette centre roof stripe, 2 speed saloon heater, wheel trims, des[SOLD]ion dome and equipment, gliding power door, heavy duty lino, courtesy panels trimmed in carpet and fitted with ashtray.

Price on the road **£169.94 per week**

Stock

MERCEDES 609D; 24 seat service bus, 24 moquett[SOLD] seats with top hand rail, full soft carpet trim, framed bronze tinted windows [SOLD] to floor, destination dome and equipment, glider power door 2 x 2 spe[SOLD]eaters, full size lift up roof vent, fluorescent saloon lights with night light fittin[SOLD]

Price on the road **£154.25 per week**

MERCEDES 814D MIDI EXECUTIVE COACH

To various specifications

1987 E Reg 29 seat Mercedes 814 6 cylinder coach
1988 E Reg 29 seat Mercedes 814 6 cylinder coach
1988 E Reg 16 seat Freight Rover 300 minibus
Prices do not include VAT
Finance arranged subject to status
Conversion also on RENAULT/FORD/TALBOT EXPRESS VEHICLES

PHONE NOW ON
051 933 1016
AFTER HOURS
0925 68002

(16883/MB)

Unregistered Iveco Turbo diesel 12-seater + tables, H/spec, Special Price **£17,500**

GENUINE PRICE BARGAINS

★ ★ ★

GENUINE PEOPLE TO DEAL WITH

E.C. M/CR

1920's replica F/Rover 12-seater PSV New conversion, period interior, real eye-catcher, MoT March '92 **£10,950**

WE HAVE THE ANSWER!

B Reg Iveco diesel, 11 coach seats + tables, large boot, MoT Sept '91 **£4,950**

1988 Diesel Injection – overdrive, 16 h b seats – tables and luggage space, new coach conversion, high spec, MoT March '92, £12,950

Have your redundant training bus converted to open top from only **£2,250**

TEL 061-445 2425

D Reg Iveco Turbo diesel, R/Burgess Beaver, 21-seater Algarve coach seats, p/door, used on p/hire, MoT Feb '92, only 65,000 miles **£15,950**

(16948/MB)

UNCLASSIFIED

PEUGEOT DIESEL TALBOT

6 x 14 seaters, high back seats, 5 speed gearbox, all with current MoT, low mileage.

£9,500 ono + VAT

Tel. 081 343 4917 or mobile 0860 861831, 081 343 2229 Mr Jackson

(18624/MB)

FORD TRANSIT LUTON, 1978, diesel, 16 high back moquette seats, good all round condition, radio cassette MoT April 1992. Taxed October 1991. **£1,500 + VAT. Tel. 0707 262126 (Herts).** (18610/MB)

1983 TRANSIT 12 seat, LWB, PSV, diesel, overdrive, MoT February 1992, tidy vehicle, service records available. Recent repaint. Taxed and ready for work. **£2,300 + VAT. Tel. 0706 42966.** (18548/MB)

OPTARE CITY PACER, 1987, MoT July '91, 21 seats, power door, tinted windows, curtains, exceptionally good condition for year, **£16,000.**

VOLVO B58 PLAXTON, 1976, 48 seats, MoT Jan 16th 1992, exceptionally good condition for year, private plates, **£14,500 ono.**

PLAXTON GARDINER 180, MoT July '91, 50 seats, toilet, coffee facilities, TV/video, a lot of money spent on this vehicle, **£9,500.**

1984 FIAT BEJA, 18 seats, tinted windows, curtains, power door, new MoT applied for, **£7,750.**

1972 LEYLAND LEOPARD, completely repanelled, Paramount front, 57 seats, MoT Oct '91, **£5,750.**

Tel. (0325) 351515

(18147/UN)

FOR SALE

YEAR	MAKE	SEATS	MOT EXPIRES	PRICE
1984	Volvo/Jonckheere	[SOLD]	20.12.91	£30,000 ono + VAT
1984	Volvo/Jonckh[SOLD]		25.10.91	£30,000 ono + VAT
1984	Volvo/Jonckh[SOLD]		30.3.92	£30,000 ono + VAT
1984	Volvo/Jonckh[SOLD]	49	5.12.91	£30,000 ono + VAT
1985	Leyland Tiger/Jonckheere Jubilee	53	28.1.92	£35,000 ono + VAT
1985	Leyland Tiger/Jonckheere Jubilee	53	9.3.92	£35,000 ono + VAT
1981	Leyland Leopard/Plaxton Supreme	53	16.11.91	£16,000 ono + VAT
1981	Leyland Leopard/Plaxton Supreme 4	50	22.5.91	£17,000 ono + VAT

YORKSHIRE RIDER LIMITED

CONTACT BRIAN LADLEY ON LEEDS (0532) 429721

YORKSHIRE RIDER LTD., 1 SWINEGATE, LEEDS LS1 4DQ. TEL. (0532) 451601.

(18725/UN)

UNCLASSIFIED

DUE TO REPLACEMENT THE FOLLOWING VEHICLES ARE FOR SALE

1977 LEYLAND NATIONAL, 49 seats, 11.3m, MoT December 1991. **£5,500.**

1977 LEYLAND NATIONAL, 49 seats, 11.3m, MoT May 1992. **£5,500.**

1979 LEYLAND NATIONAL, 49 seats, 11.3m, MoT April 1992. **£6,500.**

1979 FORD PLAXTON, 53 seats, good condition, FTA inspected, MoT September 1991. **£3,500.**

1975 LEYLAND ATLANTEAN, 76 seats, FTA inspected, MoT October 1991. **£3,500.**

1972 DAIMLER D/D, 74 seats, FTA inspected, MoT October 1991. **£2,000.**

Telephone: 051 922 4440

(18593/UN)

EXETER PSV CENTRE

EXETER PSV CENTRE, PEEK HOUSE, PINHOE TRADING ESTATE, VENNY BRIDGE, EXETER EX4 8JR

Tel. 0392 66005 Fax: 0392 64874

LOW DEPOSIT – CONTRACT HIRE – LOW DEPOSIT (subject to status)
LISTED BELOW ARE JUST FOUR EXAMPLES – MANY, MANY MORE

EXAMPLE
1988 PLAXTON 3200 LEYLAND TIGER, (55 recliners)
TERMS – 3 year contract
36 x £1,650 + VAT P/M
DEPOSIT = 3 months + VAT
Drive away only £4,950 + VAT

EXAMPLE
1983 VOLVO B10M (EXEC) DUPLE CARIBBEAN, (51 recliners)
TERMS – 3 year contract
36 x £1,450 + VAT P/M
DEPOSIT = 3 months + VAT
Drive away only £4,350 + VAT

EXAMPLE
1981 LEYLAND LEOPARD PLAXTON SUPREME
TERMS – 2 year contract
24 x £750 + VAT P/M
DEPOSIT = 3 months + VAT
Drive away only £2,250 + VAT

EXAMPLE (HAS TO BE SEEN)
1977 LEYLAND LEOPARD PLAXTON, (Paramount front), new panels
TERMS – 2 year contract
24 x £590 + VAT P/M
DEPOSIT = 3 months + VAT
Drive away only £1,770 + VAT

***P/X vehicles taken as deposit**
***All coaches fully prepared**
***Many other coaches available, all at similar low, low prices**
EXETER PSV CENTRE
Peek House, Pinhoe Trading Estate, Exeter (after hours 0395 269767)

(18398/UN)

REGAL COACH SALES LTD.

1989 (G) LEYLAND SWIFT VANGUARD BUS. Automatic, Telma retarder, 39 seats, luggage pen, 16 standees, all white, new MoT.

1989 (F) VOLVO B10M 3500 PARAMOUNT, 53 seats, rear continental door, toilet, long MoTs, choice of two.

1988 (E) VOLVO B10M 3500, Paramount, 49/53 seats, centre continental door, toilet, new MoT.

1986 (D) CAETANO IVECO, 24 seats bus, manual, Telma retarder, choice of 4, long MoTs.

1986 (D) DAF MB 230 DUPLE 340. 53 reclining seats, toilet, rear continental door, new MoT.

1984 DAF JONCKHEERE, 49 seats, toilet, TV, video, MoT March 1992.

1983 DAF JONCKHEERE, 49 seats, toilet, TV, video, MoT March 1992.

1984 PRIVATE PLATE DAF SBR 2300 JONCKHEERE. 3 axle, 71 seats, toilet, TV, video, MoT May 1991.

1983 PRIVATE PLATE MAN SR280 VAN HOOL ALICRON. 49 reclining seats, toilet, TV, video MoT May 1991.

1983 (Y) LEYLAND TIGER 245, Plaxton paramount 3200 Express, 52 seats, semi auto, new MoT.

1983 (Y) VOLVO B10M VAN HOOL ALIZEE. 53 reclining seats, courier seat, continental door, new MoT.

1983 (Y) VOLVO B10M DUPLE DOMINANT IV. 12 mtr, 53 seats, radio, PA, new MoT.

1983 MAN T813 VAN HOOL ALIZEE, 38 reclining seats, TV, video, centre toilet, kitchen, MoT April 92.

1981 (X) BEDFORD YMT, 45 seats, power door, radio/PA, MoT July 1991.

1981 (W) LEYLAND LEOPARD DUPLE DOMINANT IV, 11 metre, 49 seats, semi auto, tinted windows, Express doors, choice of 3, new MoT.

1978 (S) FORD 360 TURBO ALEXANDER. 53 seats, service bus. One remaining. Long MoT.

1978 (T) LEYLAND NATIONAL. 49 seats, 22 standees, choice of 2. Long MoT's.

1976 (R) LEYLAND LEOPARD PLAXTON SUPREME, 11 metre, 49 seats, semi automatic, Express doors, MoT January '91.

1975 (N) LEYLAND LEOPARD DOMINANT. Semi auto Paramount front, 53 seats, MoT April 1991.

OLD MILL PARK, KIRKINTILLOCH, GLASGOW G66 1SP
Day Telephone: 041-776 3268
Fax 041-777 8138 Evening 041-775 1884 (17137/UN)

AD COACH SALES

Tel 0271 865080 Office
0884 860767 Garage
0836 345304 Mobile

1987 BEDFORD YNT Duple 320, 53 recliners, new MoT, radio, PA, power door, etc.....**POA**

1982 SETRA 215 HD, 49str, exec.....**£44,950 + VAT**

1985 DAF CAETANO ALGARVE, 51str, exec.....**£39,950 + VAT**

1984 TIGER 245 BERKHOF EVEREST, 49str, exec.....**£POA**

1978 BRISTOL LHL PLAXTON, 53 str, MoT June '91, well above average.....**£4,500 + VAT**

1977 AEC DOM II, 57str, MoT June '91.....**£6,500 +VAT**

1978 FORD DOM II, 53 str **£1,995 + VAT**

GOOD QUALITY VEHICLES WANTED

(18618/UN)

ONE R REG 760 AEC PLAXTON, 53 seater, 6 speed ZF box, Express doors, destination dome, tested, ready for work, **£3,500.**

ONE P REG BEDFORD, 53 seats, new test, power door, just right for school contracts, etc, **£1,995.**

ONE 1979 BEDFORD DOMINANT II, very clean and tidy, resprayed all white with blue and red relief strips, some new panels, out of test but been prepared, drives very nicely, looks great, **£3,000.**

ONE T REG 18 high back moquette seats, 608D **MERCEDES,** tested till 7.3.92, taxed for five months, used daily on schools and contracts, very economical, first to see will buy at **£2,250.**

ONE P REG 360 FORD TURBO SERVICE BUS, 53 seats plus standees, Alexandra body, power steering, straight and tidy, **£600.**

ONE AEC 49 seater, very straight on the body, drives really well, just out of test, still taxed, drive away for retest or spares, **£600.**

6 POST 14 TON COACH LIFT, as new, cost over **£9,000** two years ago, bargain, **£3,000.**

All plus VAT

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(0308) 27547 (eves)

(18580/UN)

WOMBWELL DIESELS COMPANY LTD.

PASSENGER VEHICLE SALES

DOUBLE DECKERS SINGLE DECKERS PRICE FROM £2,000

DOUBLE DECKERS

1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 12-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. New test.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. New test.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 29-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. New test. SOLD
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test expired.
1976 BRISTOL VRT SL3, Gardner 180 engine, ECW body, 74 seats, new test.

CHEAP DOUBLE DECKERS

3 X 1972 LEYLAND ATLANTEANS, 78 seats, Alexander bodies. Tests expired.
1972 LEYLAND ATLANTEAN, 76 seats, East Lancs body. Test expired.
2 X 1977 BRISTOL VRT SL3, Gardner 180 engines, Northern Counties bodies, 74 seats. Tests expired.

COACHES

1979 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 13-12-90.
1979 FORD DUPLE DOMINANT II body, tested til end February 14-2 SOLD
1978 FORD PLAXTON SUPREME body. Test expired. SOLD
1977 LEYLAND LEOPARD, Plaxton Supreme body, 53 seats. Test 18-10-91. **£6,750.**
1979 BEDFORD YMT, Plaxton Supreme 4 body, 53 seats. Test 9-2-91.

1984 ROYAL TIGER DOYEN Executive Spec. One remaining, toilet fitted, £25,000. New test.
1986 MCW METROLINER Executive Spec. Choice of three. Toilet and servery (single deck coach) £30,000. Long tests.

1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 31-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 14-3-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 8-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 30-1-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 25-2-91.
1976 VOLVO AILSA, 79 seats, Alexander body, power steering, single entrance. Test 9-4-91.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1975 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test 29-4-91.
1976 LEYLAND ATLANTEAN, Northern Counties body, 75 seats, power steering. Test expired.
1976 LEYLAND ATLANTEAN, ECW body, 74 seats, power steering. Test expired.
1976 LEYLAND ATLANTEAN, ECW body, 74 seats, power steering. New test.

SINGLE DECKERS

PRICES FROM £3,000.
1976 10.3M LEYLAND NATIONAL. Test 20-4-91. 41 seats.
1979 10.3M LEYLAND NATIONAL. Test expired. 44 seats. SOLD
1979 10.3M LEYLAND NATIONAL. Test 31-7-91. 44 seats. SOLD
1979 10.3M LEYLAND NATIONAL. New test. 44 seats. SOLD
1979 10.3M LEYLAND NATIONAL. Test expired. 44 seats.
1973 11.3M LEYLAND NATIONAL. New test. 49 seats.
1979 11.3M LEYLAND NATIONAL, 49 seats.

1980 LEYLAND NATIONAL MK II. Leyland 680 engine. New test.

COLLECTOR'S ITEMS

LEYLAND E39 engine and gearbox.
BRISTOL AVW engine and box.
1965 ROUTEMASTER, 64 seats. Test 2-4-91.
1963 ROUTEMASTER, 64 seats. Test expired.
RT and ROUTEMASTER spares.

TEST DATES NOW AVAILABLE FOR THE ABOVE VEHICLES.

WANTED

Buses and coaches, scrap or re-usable. Best prices paid. Cash on collection.

BREAKING

Large selection spares including: **Bristol VRT, Bristol RE, Volvo Ailsas, Ford Van Hool, Leyland National, Leyland Atlantean, Leyland Leopards, Daimler Fleetline, AEC Reliance, AEC Regent, Routemaster and some RT spares. Supreme III spares and including glass.**

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Evenings 0977 642443 (Chris),
0226 284187 (Paul) or Mobile 0836 363223 Fax. 0226 340500

Wombwell Diesels Company Ltd, Station Villa, Park Hill Road, Wombwell, Nr Barnsley

(13734/UN)

UNCLASSIFIED

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THE GARAGE, STATION ROAD, RATBY, LEICESTER LE6 0JR
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THIS WEEK'S SPECIAL SELECTION

1990 SCANIA K93 PLAXTON PARAMOUNT, low driver, 53 recliners, choice of two.
1989 (F) DUPLE 425 INTEGRAL, 53 recliners, enclosed aircraft style luggage racks, two monitors and video, double front, fridge, water boiler, centre sunken toilet, continental door, Telma retarder, finished all white, long MoT, superb spec. Available now SPECIAL PRICE.
1988 (E) NEOPLAN SKYLINE D/D, choice of several superb machines, 75 seats, all extras, the best on the market, long MoTs. Must be seen.
1986 VAN HOOL ALICRON, 49/53 seater, double glazing, centre sunken demountable toilet, video and one monitor, new MoT. One owner from new.
1986 NEOPLAN SKYLINER, 74/77 seater, speed limiter, double glazing, new MoT, excellent order throughout.
1986 MERCEDES 608D, 23 seater, Whittaker Midibus, new MoT.
1984 VOLVO B10M VAN HOOL ASTRAL, 58 recliners plus courier seat, full servery toilet, video, new MoT. Choice of two.
1984 (DEC) LEYLAND TIGER 245 DUPLE LASER, 57 seater.
1984 BOVA FUTURA FLD, 51/53 reclining seats.
1984 NEOPLAN SKYLINER, double deck, 75 seater, all usual extras, new MoT.
1984 (B) DAF MB 200 PLAXTON, 57 seats.
1984 (A) DAF SBDHTD PLAXTON, 53 recliners.
1984 DAF DHS PLAXTON 3500, 49/53 seater, toilet, coffee, fridge, including full air conditioning.
1983 VAN HOOL ASTRAMEGA, 75 seater, double decker, with lots of extras, absolutely immaculate, new MoT.
1983 DAF MB 200 LAG GALAXY, 53 recliners, courier seat, new MoT.
1983 VOLVO B10M 12 METRE DUPLE LASER, 57 seats with armrests, power door, long MoT.
1983 MERCEDES 307D, 12 seater, long MoT.
1982 MERCEDES 508D REEVES BURGESS, 21 seater, long MoT.
1982 LEYLAND TIGER 245 PLAXTON SUPREME, 53 recliners, absolutely immaculate.
1980 VOLVO B58 DUPLE DOM II, 50 recliners and toilet, can be made to 57 seats, best offer.

Why not give us a call today, please note our new fax number

Tel. (0533) 387741/393118 Evenings (0533) 863995 or (0860) 271955 Fax. (0533) 387128 (18590/UN)

COACHMART No 1 IN THE INDUSTRY

2 VOLVO JONCKHEERE B10Ms 1990. All white, 51 seater, demountable toilets, not smoked in! Low mileage, all mods. Where are you Volvo Fans? **£87,500.** New over **£120,000** or a Javelin at Southampton was **£102,000** – any comparison? Of course not.
1986 NEOPLAN 73 SEATER SKYLINER. Immaculate, new MoT, new tyres, new clutch (Carlton PSV). Been through our workshops. Beautifully painted. 6 TVs, toilet, coffee bar, **£60,000.** Ready to go go!! I myself GWH tested this coach, like driving a car, sorry Setra – 50% easier!
1980 FORD PLAXTON SUPREME. 39 reclining seats, new MoT, new front tyres, Telma, Eberspacher, very clean, any trial. **£9,500.**

HARRIS SUPER COACHES
TEL. BROMSGROVE (0527) 72857/75353
Where are we? 1 min M5 Jn 4 or M42 Jn 1
(18630/UN)

BREAKING FORD PLAXTON SUPREME, all parts available including upright engine, 6 speed gearbox, axles, seats etc. **Tel. 0525 712132 (Bedfordshire).** (18473/UN)

HOTLINE
(0733) 898111

1986 D FREIGHT ROVER SHERPA 350 DIESEL, Carlyle Conversion, 18-20 seater plus standees, MoT Sept '91, soft trim to sides, low back moquette seats. **£4,600 + VAT.**

1987 FREIGHT ROVER 350, 10 high back moquette seats, excellent interior, new MoT, wants repaint. **£5,250 + VAT.**

1989 TAZ DEBRAVA 3200, 49 reclining seats, toilet, radio, pa, stereo, low mileage. **£41,000 + VAT.**

New stainless steel wheel discs – all sizes available.

Tel. 0253 65207 for further details
(18611/UN)

1980 R1114 PLAXTON SUPREME IV, 53 seats, vgc, side locker, tinted windows, power door, seats retrimmed, MoT February 1992.
£8,500 + VAT.
1982 BEDFORD YMT Duple, 53 seats, MoT December 1991, power door, curtains, speed limiter, good condition.
£12,000 + VAT.
Tel. 0584 70229 (Worcs)
(18603/UN)

7 X LEYLAND NATIONAL, 1978-79, 11.3mts, 52 seat, 22 standing, most with test.
1 X DUPLE GOLDLINER COACH, 245 engine, s/auto, drinks machine, toilet, 44 seats.
Tel: 0226 727769 days or 0226 716166 after 6pm
(18511/UN)

BUDDENS COACHES

Release the following new deliveries.
1989 (F) VOLVO B10M Plaxton 3500. 49 reclining seats, blinds, carpet, continental door, rear sunken toilet, driver's bunk, coffee machine, Webasto.
£75,500. Choice
1987 (D) SCANIA 112 Jonckheere 599. Centre continental door, plus toilet, driver's bunk, coffee machine, fridge, 51 reclining seats, curtains, carpet, video/TV, Webasto.
£62,500. Choice
1980 (V) VOLVO B10, 12 metre Dominant II. Grant doors, 53 retrimmed seats.
£16,000
All owned and operated by us since new. All vehicles subject to VAT. Please phone Simon Budden
0794 515260 (Hampshire)
(18634/UN)

2 X VOLVO B58 PLAXTON SUPREME 1980, 48 recliners, 2 tables, new engine, test January/April 1992. **£17,500 ono each + VAT.**

2 x LEYLAND TIGER GOLDLINER 1982, 48 recliners, toilet, semi auto, Telma, 218 + 345 engines, p/plates, tested June/July 1991. **£19,000 each ono + VAT.**

GARTMOOR COMMERCIAL VEHICLES
Tel: 0877 2395
(Scotland)
(18541/UN)

BLYTHSWOOD MOTORS LTD

1175 ARGYLE STREET, GLASGOW
All Mercedes 2 years warranty or 200,000 kilometres

NEW TALBOT TRI AXLE, 22 + 7 standees, PSV, power door, service, moquette seats, special offer. Dip tack. stock.

NEW MERCEDES 814D turbo, 33 c/seats, armrests, boot, full spec, power door. Stock.

NEW IVECO COACHBUILT, 49-10 service bus, 25 + 5 standees, wide passage and entrance, easy clean interior, dip tac, stock.

NEW MERCEDES 709D, coachbuilt, 29 + 10 Rip Tac standees, power service door, **£31,000** net early.

NEW MERCEDES 811D, Coach Built 33 service, wide ent, p/door, 12 standees, 7 days.

NEW MERCEDES 609D, power door, 24 c/seats, or 26 man/door. Stock.

NEW MERCEDES 814D, coach built, 33 luxury, power swivel door, large boot, stock.
NEW MERCEDES 709, manual, 29 + 10 standees, early.
NEW MERCEDES 811, 29 + 13 standees, auto, early.
NEW MERCEDES 609D, 26 seats, large boot, 7 days.
NEW MERCEDES 609D, 24 c/seats, p/door. stock.
NEW TRANSIT 20, power door, power steering, air suspension, + 4 standees. Early.
NEW TRANSIT 16, Hi-roof, diesel, coach seats. Stock.
NEW TRANSIT 16, diesel, 5-speed, s/door. Stock.
NEW TRANSIT, 15 seats, 5-speed, diesel & petrol, stock.
NEW TRANSIT 15, diesel, automatic, early.
NEW TRANSIT 14, diesel, 5-speed, luxury, stock.
NEW TRANSIT 16, diesel, sliding door, coach seats, high roof, coachbuilt, stock.
NEW TRANSIT 20, power door, plus 4 standees, diesel, 5-speed, choice coach or service seats. Early.
NEW DAF 400, 16 coach spec, u/floor taillift fitted and certified PSV, 7 days.
NEW DAF 400, diesel, 16 PSV, hi spec, stock.
NEW TALBOT 14, wheelchair ramp, diesel, 14 days.
NEW TALBOT 12+ driver, diesel PSV, stock.
NEW MERCEDES 709D, 27 + ut w/chair lift, 3 weeks.
NEW MERCEDES 410, luxury 16, 7 days.
NEW MERCEDES 408, luxury, 15 and 16 seats, stock.
NEW MERCEDES 308, high roof, 12 & 14 seats. Stock.

ALL OPEN TO REASONABLE OFFERS

90 TALBOT TRI-AXLE, 22 + 7, PSV.
90 TRANSIT, 16, side door, PSV, diesel.
89 G TALBOT TRI AXLE DP TURBO, power door, 22 + 7, low mil.
89 MERCEDES, 24 coach seats, boot tested.
89 G TRANSIT, 16, power door, coach seats, PSV.
89 (G) TRANSIT, 14 PSV high back, diesel.
89 MERCEDES 811, 33 coach seats, P.D., D.P.
88 TALBOT Diesel, high roof, 17 seat crew bus.
88 MERCEDES 609D, power door, 24 coach seats.
87 TRANSIT 12, Di, LWB, PSV tested.
87 TALBOT 12, diesel, 5 speed.
87 TRANSIT 12, PSV, diesel, OD, new shape.
87 (D) FREIGHT ROVER, Deansgate, 16 diesel, PSV.
87 (E) TRANSIT 12 LWB, luxury, PSV.
87 TRANSIT 16 DI, 16 coach seats, power door.
86 MAN BERKHOF EXEC, 49, toilet, video, new test.
86 MERCEDES 608, 21 seats, long test.
86 MERCEDES 608D, 21 seats, excellent.
86 OPTARE CUB, auto, 33 p/door & standees.
86 (E) IVECO CAETANO, 24 air door, dual purpose.
86 VAN HOOL LEYLAND, ZF, 53 recl, new test.
86 DATSUN DIESEL crew bus, h/roof, low mileage
86 (D) TRANSIT, diesel, 12 PSV, new shape.
86 TRANSIT 12 diesel, SWB, new shape.
86 MERCEDES 307, high roof, ut tail lift.
85 MERCEDES 608, 27 seater, new test.
85 TALBOT, 14 PSV, diesel, high roof.
85 (C) VOLVO ALGARVE, low drive, 49/53, toilet.
85 (B) VOLVO ALGARVE, low drive, 49/53, toilet.
85 (B) MERCEDES 608, 15 seats + underfloor taillift, full PSV or 27 PSV.
85 TALBOT, 12, PSV, petrol.
85 VOLVO ALGARVE, 49/53 toilet, video, new test.
85 TRANSIT 16 Di coach seats, tested.
85 RENAULT TRAFIC, 12 seats, petrol.
84 MERCEDES 608D, 27 coach seats, tested.
84 DAF JONCKHEERE MB200, Exec 49 + video.
84 METROLINER DECKER, 69 recliners, toilet and tables, new test, **£13,000 net.**
84 ASTRON MAN, 60 seats, toilet and video.
83 JONCKHEERE VOLVO, twin deck, exec, full spec, 57 seats.
83 DODGE R BURGESS, diesel, auto, 17 F door.
83 VOLVO BERKHOF, exec full spec.
83 TRANSIT 16, petrol, no test, **£750.**
82 MERCEDES 508D, 24 high back, boot, tested.
82 VOLVO B10 GOLDLINER, large windows, recliners, choice of two.
82 TRANSIT, 12 LWB, PSV, petrol, O/D. £1,000.
82 TRANSIT, 12 diesel, PSV, LWB, tested.
82 VOLVO VAN HOOL ALIZEE, Exec, new test.
81 DAF 200 Exec, 48 + TV, Alpha, new test. Offers
81 MERCEDES, 207, diesel, PSV, 12 seats.
81 VOLVO B58, 53 large seats, Duple II.
80 LEYLAND WILLOWBROOK SA Express.
79 FORD TURBO Duple II, 35 seats, tested.
79 FORD 53 Plaxton, testing. Offers.
78 FORD PLAXTON, 53, new test. Offers.
77 VOLVO PLAXTON VIEWMASTER, offers.
76/77 LEYLAND NATIONALS, 10.3 metre, long tests.
76 FORD PLAXTON, 53 seats. Offers.
76 BRISTOL, 43 express doors, coachseats, no test.
76 FORD, 45 Plaxton, new test.
76 BEDFORD SPACE CAB, 49 rec, no test. Offers.
75 FORD, 45 seat Plaxton, new test. Offers.
75 VOLVO, 53 seats, Duple, 8-speed.
74-75 LEOPARD Alexander body, manual gearbox. Tested.

WANTED FOR CASH – MINIBUSES & MIDIBUSES – ALL MAKES & SIZES. IMMEDIATE HP SETTLEMENT. Tel. 041 221 3165 or 041 639 6107 Eves OPEN 7 DAYS
(17967/UN)

PLAXTON
Retail Sales

NEW VEHICLES

VOLVO			
B10M GLE PLAXTON PARAMOUNT 3500 4 Star, 3 x TV, video, G7 gearbox	1 only	49 recliners	£113,365
B10M GL PLAXTON PARAMOUNT 3500 3 Star, centre door, double glazing	1 available	53 recliners	£98,900
B10M GL PLAXTON PARAMOUNT 3200 2 Star	4 available	53 recliners	£94,555
B10M GL IKARUS 358, centre door, double glazing	8 available	49/53 recliners	£89,950
B10M GL IKARUS 336, double glazing	2 only	53 recliners	£86,550
B10M DL PLAXTON PARAMOUNT 3200 1 Star	3 available	57 fixed seats	£86,315
LEYLAND			
TIGER 290 AUTOMATIC PLAXTON PARAMOUNT 3500, 4 Star	3 only	49 recliners	£101,775
TIGER 290 MANUAL PLAXTON PARAMOUNT 3500 4 Star	2 only	49 recliners	£97,225
TIGER 290 AUTOMATIC PLAXTON PARAMOUNT 3500 3 Star, double glazing	4 available	53 recliners	£95,250
TIGER 290 AUTOMATIC PLAXTON PARAMOUNT 3500 3 Star	4 available	53 recliners	£93,250
TIGER 250 AUTOMATIC PLAXTON PARAMOUNT 3500 3 Star	1 only	53 recliners	£91,995
TIGER 290 MANUAL PLAXTON PARAMOUNT 3500 3 Star, double glazing	2 available	53 recliners	£90,250
TIGER 250 AUTOMATIC PLAXTON PARAMOUNT 3200 2 Star	2 available	53 recliners	£97,500
TIGER 250 MANUAL PLAXTON PARAMOUNT 3500 3 Star	1 only	53 recliners	£87,250
TIGER 250 AUTOMATIC PLAXTON PARAMOUNT 3200 1 Star	3 only	57 fixed seats	£83,500
SWIFT REEVE BURGESS HARRIER COACH	6 available	37 fixed seats	£47,750
SWIFT REEVE BURGESS HARRIER COACH Short Wheel Base	1 only	29 fixed seats	£43,995
SWIFT AUTOMATIC WADHAM STRINGER BUS	4 only	39 bus seats	£44,250
DUPLE			
425 INTEGRAL CUMMINS, double glazing, centre door	6 available	55 recliners	£89,950
IVECO			
315 CARROSSERIE LORRAINE	5 available	30 recliners	£55,000
MERCEDES			
0303 PLAXTON PARAMOUNT 3500 3 Star, double glazing, centre door	3 available	53 recliners	£106,700
814D REEVE BURGESS 33 seat coach, power door	1 available	33 fixed seats	£42,400
811D REEVE BURGESS 33 seat coach	1 only	33 fixed seats	£39,550

(17976/UN)

TEL: 0909 551166
Crossroads, Anston, Sheffield S31 7ES
Fax: 0909 568937

TEL: 0920 461777
Widbury Hill, Ware, Herts D12 7AS
Fax: 0920 460174

PRIORY COACHES
HAVE THE FOLLOWING VEHICLES FOR SALE

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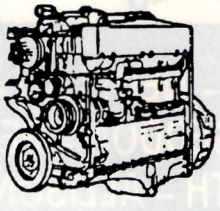

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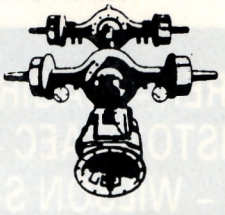

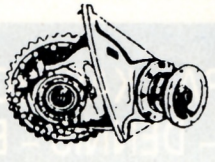

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BUS SERVICES IN OXFORDSHIRE

Oxfordshire County Council invites tenders for the provision of financially supported local bus and school transport services, mainly in the Thame, Watlington and Wheatley areas, to begin in July 1991.

Operators who have previously registered their interest in tendering are being sent the appropriate documents, and therefore need not re-apply.

Other operators who are interested in tendering should write immediately, to the Director of Planning and Property Services, Speedwell House, Speedwell Street, Oxford OX1 1SD, or telephone Dick Helling, the Public Transport Officer, on Oxford 0865 815859.

Closing date for receipt of tenders is 2pm on TUESDAY 21 MAY 1991.

The Council does not bind itself to accept the lowest, or any tender.

April 1991

David Young
Director of Planning and Property Services

(18551/TE)

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For limited period only

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1981 VOLVO B10M ... NCKHEERE HIGHLINE, 38-se... itive, MoT 17/1/92, to... at, **£28,000 ono + VAT** ...ecuric Coaches on **0206 824363.**

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(18313/VO)

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£4,000

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*** Special Offer – Only £27 + VAT!!!**

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minimum 25 words			
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1990 G MB230LT, VAN HOOL ALIZEE SH, 53R + TOILET
1990 G SB2305DHS, VAN HOOL ALIZEE DH, 51R + TOILET
1989 G SB2305DHS, VAN HOOL ALIZEE DH, 51R + TOILET
1989 F SB2305DHS, VAN HOOL ALIZEE DH, 51R + TOILET
1989 F SB3000DKV, VAN HOOL ALIZEE DH, 51R + TOILET
1989 F MB230LT, PLAXTON 3500", 53R
1989 F MB230LB, PLAXTON 3500", 51R + TOILET
1989 F MB230LB, PLAXTON 3500", 53R
1988 E MB230LT, PLAXTON 3500, 53R + TOILET
1988 E SB3000DKV, VAN HOOL ALIZEE SH, 49R + TOILET
1988 E SB3000DKV, VAN HOOL ALIZEE DH, 51R + TOILET
1988 E SB2305DHS, VAN HOOL ALIZEE DH, 51R + TOILET
1988 E SB2305DHS, DUPLE 340SL, 57R
1988 E SB2305DHTD, DUPLE 320SL, 57R
1988 E MB230LT, VAN HOOL ALIZEE SH, 53R + TOILET
1988 E MB230LB, VAN HOOL ALIZEE SH, 53R + TOILET
1988 E MB230LB, VAN HOOL ALIZEE H, 51R + TOILET
1988 E MB230LB, PLAXTON 3500", 53R
1988 F MB230LB, PLAXTON 3500", 51R + TOILET
1987 E MB230DKFL, PLAXTON 3500, 55R
1987 D MB230DKFL, VAN HOOL ALIZEE H, 55R
1987 D SB2305DHTD, PLAXTON 3200, 57
1987 D MB230DKFL, VAN HOOL ALIZEE H, 51R + TOILET
1987 D MB230 DUPLE 340SL, 53R

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· WITH YOUR QUALITY OF SERVICE ·
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QUALITY USED COACHES

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1987 D, DAF SB2305 DHTD PLAXTON 3200 DH, 53R
1986 D SB2305DHTD, PLAX 3200 LOW DRIVER, 55F
1986 C MB230DKVL, DUPLE 340 SLX, 52R + TOILET
1985 B MB200DKFL, LASER II, 53R
1983 PP MB200DKFL, JONCKHEERE P50, 49R/T
1983 A MB200DKL, MOSELEY ALPHA, 53R
1983 Y MB200DKTL, ALPHA, 53R
1981 W MB200DKTL, PLAXTON SUPREME IV, 53R
1989 F, VOLVO B10M JONCKHEERE DEAUVILLE, 49R + TOILET + AIR COND
1987 D, VOLVO B10M PLAXTON 3500, 51R + TOILET
1983 PP, VOLVO B10M PLAXTON 3500, 36R
1981 W VOLVO B58 DUPLE DOMINANT II, 57
1979 PP, VOLVO B58 PLAXTON SUPREME, 51R
1978 S, VOLVO B58 CAETANO, 53
1980 V, BEDFORD PJK PLAXTON SUPREME, 29
1977 S, BEDFORD YLQ DUPLE DOMINANT II, 45
1984 A, LEYLAND TIGER 245 LAG GALAXY, 49R + TOILET
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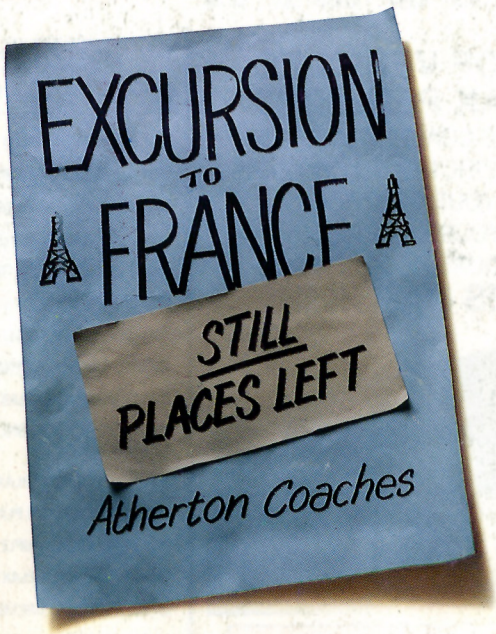

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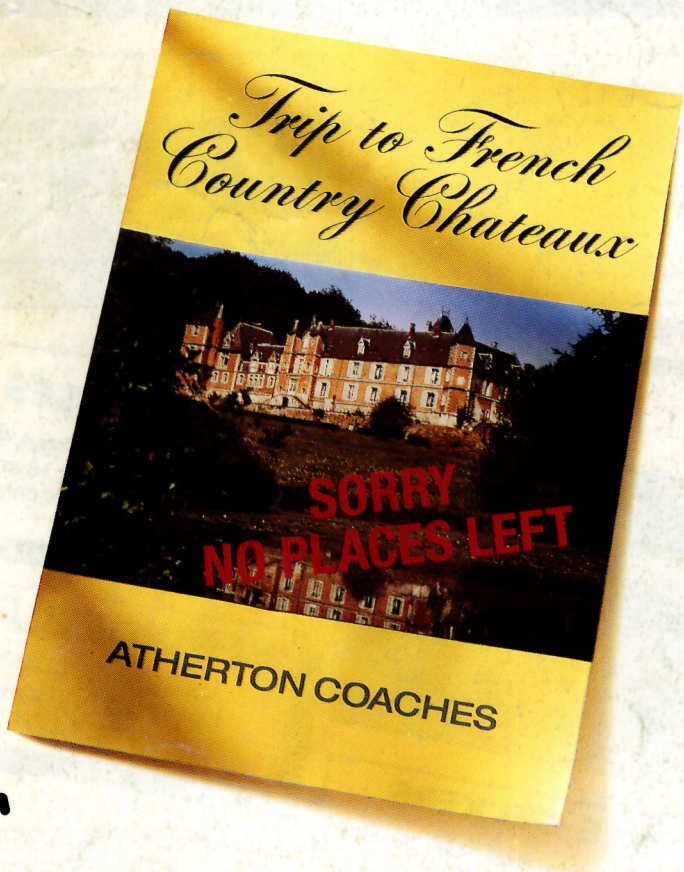

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